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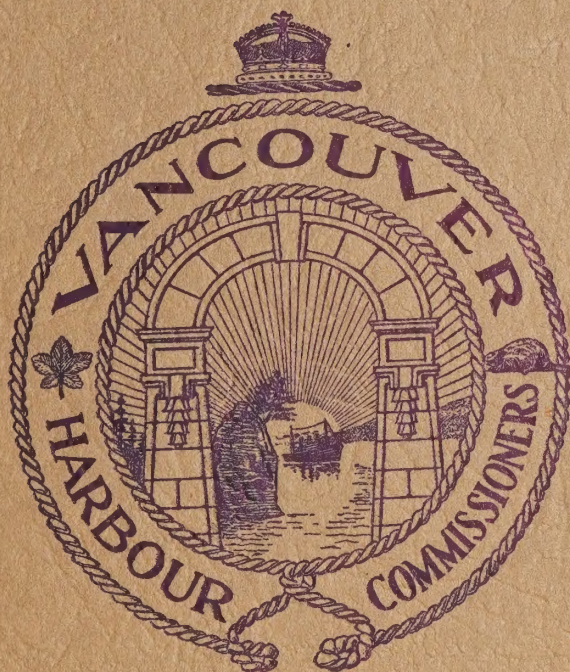
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Government
Publications

Port of Vancouver

British Columbia



1930

PORT *of* VANCOUVER

British Columbia

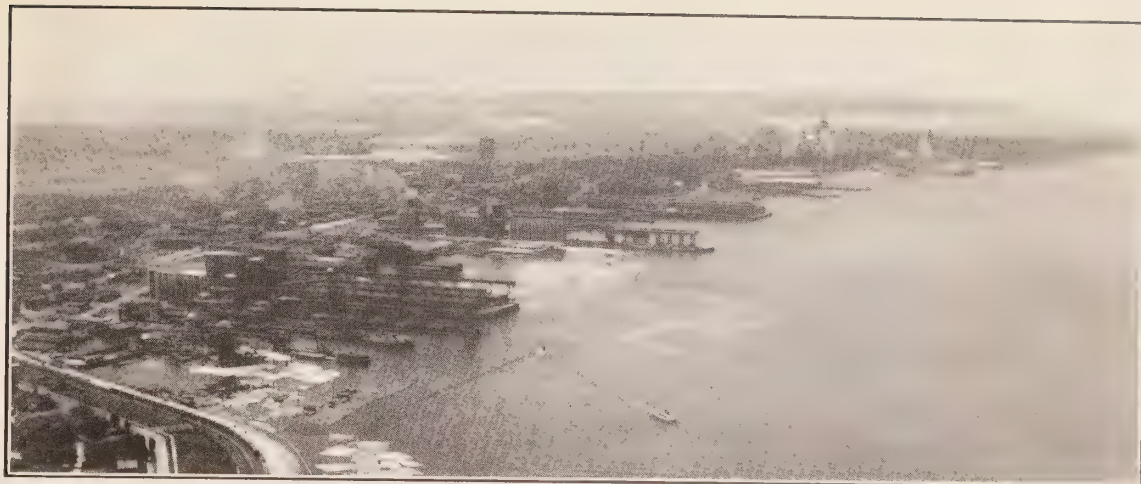


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LOOKING WEST ALONG THE WATERFRONT

PORT OF VANCOUVER

BRITISH COLUMBIA

The Hon. Alfred Duranleau,
Minister of Marine,
Ottawa.

Sir,—

During the year 1930 no works of magnitude were undertaken. A programme of development had been contemplated but, owing to the universal necessity for economy in expenditure the construction of improvements was reduced to a minimum.

A Fish Dock, costing approximately \$300,000.00, exclusive of the cost of the land, was added to the Harbour facilities.

Suitable accommodation for the conduct of this important business has been in demand for some time and immediate action became necessary on account of the fact that the premises formerly occupied by the fish dealers had to be demolished to make room for the new wharf of the Canadian National Steamships at the foot of Main Street.

The Fish Dock is in the form of a basin with wharves extending out from the East and West ends of the quay wall. On these wharves are constructed the fish market buildings, each of which measures 40 ft. x 270 ft. These buildings are divided into 14 compartments, ten of which measure 40 ft. x 40 ft., two 40 ft. x 30 ft., while the remaining two are 40 ft. x 20 ft. The floors of these compartments are of fine cement. A mezzanine floor in each compartment provides office accommodation and space for any operations incidental to the business. Running water is provided throughout and the heating is by gas hot-water radiators. On the quay wall end of the basin are the refrigeration facilities and an ice making plant with cool rooms adequate to the individual requirements of the various firms, each room having a

storage capacity of between three and four tons of fish. The ice making and refrigerating equipment are designed to produce 10 tons of clear ice per day, maintain temperatures from 26 degrees to 30 degrees Fahrenheit in the cool rooms and ice storage of 300 tons capacity. Ice is crushed at the rate of 30 tons per hour and delivered by chutes direct to boats or trucks, as required.

Near the refrigeration plant is a smoke house of two storeys, the fire pits, which are surrounded with fireproof tile, being on the ground level and the smoke compartments on the floor above. An electric elevator operates between the lower and upper floors. In addition to landing and mooring floats constructed around the entire basin additional mooring accommodation is provided by a float 800 feet long. Electrically driven steel cranes are placed along the wharves for the purpose of unloading fish from boats and loading supplies.

In planning this facility every effort has been made to ensure the operation of this important business under strictly sanitary conditions.

An all-timber crib 85 ft. long by 50 ft. wide weighing when filled 10,000 tons, was constructed to enlarge and strengthen No. 3 Jetty which serves the Elevator operated by the United Grain Growers Terminals, Ltd., at an approximate cost of \$47,000.

Additional storage of 1,820,000 bushels was constructed at No. 1 Elevator, at a cost of \$399,400.

A roadway from Victoria Drive to Nanaimo Street, to serve existing industries and to promote further industrial development in this section of the Harbour, was surfaced with concrete slab 18 feet wide, this work costing approximately \$18,000.

The trackage of the Terminal Railway was considerably extended, and maintenance of all Harbour facilities was carefully attended to. The new terminal of the Canadian National Steamships at the foot of Main Street increases very materially the berthing accommodation in the Harbour, particulars of which will be found in the "Facilities" section of this report.

A most desirable improvement was carried out by the Public Works Department in Coal Harbour, which is largely occupied by ship repairing plants and boat building yards, the channel being dredged to a depth of 15 feet at low water with a width of 400 feet, thus giving the industries in this section access to deep water instead of being, as formerly, limited in their operations by tidal conditions.

The Hastings Mill property which was acquired by the Commissioners some time ago was cleared of all the old mill buildings and is now in readiness for future developments when conditions warrant their construction. This property has an area of over 40 acres and a waterfrontage of 1,614 lineal feet.

Considering the prevailing depression the business of the Port during the year 1930 was encouraging.

The total number of vessels inwards was a little less than in the previous year, but the total net registered tonnage was greater. Grain shipments for the calendar year show a considerable reduction as compared with the previous year's volume, but considering the effect of marketing conditions on the movement of grain there is every reason to be satisfied with the proportion of the business transacted at Vancouver. In this connection it is interesting to relate that the largest single shipment of wheat to leave the Port was carried by the vessel "Chief Capilano," amounting to 440,000 bushels, or 13,200 tons.

Service by the regular Steamship Lines was fully maintained and in addition to this satisfactory con-

dition new vessels of the most modern type were added to the fleet of vessels patronizing the Port, by the Canadian-American Shipping Company, French Line, Hamburg-American Line, Italian Line, Johnson Line, Nippon Yusen Kaisha, North German Lloyd Line, The Royal Mail Steam Packet Company, Reedon Smith Company, and the Westfal Larsen Line. The Canadian Pacific Steamships, Ltd., added the majestic "Empress of Japan" to the Trans-Pacific Service, while the coast steamship service was handsomely augmented by the new "Prince" steamers of the Canadian National Steamships.

Interesting features of the business of 1930 were the establishment by the Java-Pacific Line of a direct service to India, and an increase in sailings from Vancouver to South America and Australasian Ports, as well as to the West Indies.

The following pages contain information in regard to the port which it is hoped will be of assistance to exporters, manufacturers and business men in general. It is the first publication of its kind issued by the Commissioners and it is their present intention to revise and amend the information annually.

We have the honour to be,

Sir,

Your obedient servants,

S. McCLAY,
President.

J. B. THOMSON,
Commissioner.

R. D. WILLIAMS,
Commissioner.



BALLANTYNE PIER FROM THE AIR



S. McCLAY, PRESIDENT OF COMMISSIONERS
(Member of first Harbour Commission, 1913 - 1922)

Constitution

THE Corporation of the Harbour Commissioners of Vancouver was created by an Act of the Parliament of Canada in May, 1913.

The Corporation shall consist of three commissioners appointed by the Governor in Council upon the recommendation of the Minister of Marine, and they shall hold office during pleasure.

The Governor in Council may, from time to time, appoint one of the said commissioners as president of the Corporation.

The Corporation may appoint such officers, engineers, clerks and servants as is deemed necessary to carry out the objects and provisions of this Act.

The Corporation shall, for the purposes of and as provided in this Act, have jurisdiction within the limits of the harbour.

The Corporation may make by-laws for the following, among other purposes:—

To regulate and control navigation and all works or operations within the harbour and to appoint constables and other officers to enforce the same or to enforce the provisions of any statute or marine regulation.

The regulation of the construction of docks, piers, quays and buildings within the harbour.

The expropriation and acquisition of such real property as the Corporation deems necessary for the construction of wet and dry docks, warehouses, elevators and railways or otherwise for the general purposes of the Corporation.

The fixing of rates upon all goods landed or shipped in the harbour, moved by rail on the harbour tracks or deposited within the harbour.

The imposition of tolls, rates, fees and dues on vessels entering, or lying within the harbour; other

than pilotage dues, sick mariners' dues and steamboat inspection fees.

From time to time Acts are passed by the Dominion Government and under such Acts the Governor in Council may from time to time advance and pay to the Corporation such sums of money as may be required to enable the Corporation to carry on the construction of works to provide such terminal facilities as are deemed necessary for the proper development and equipment of the harbour.

No construction of any works shall be begun and no advances shall be made under this Act until the necessary plans, specifications and estimates in detail to govern the construction of such works have been submitted to and approved by the Governor in Council.

Harbour Limits.

The Harbour of Vancouver includes tidal waters lying east of a line drawn from the Point Atkinson Lighthouse southerly to the most westerly point of Point Grey.

The Harbour may be described as being in three parts, the outer, or western part extending from a line drawn from Point Grey to Point Atkinson to the First Narrows, the second, or central part extending from the First Narrows to the Second Narrows, and the third, or eastern part extending from the Second Narrows to Port Moody.

The entrance to this central part of the Harbour, namely, the First Narrows, has a minimum depth of 35 feet and a present width of approximately 2 cables.



COOL ROOMS, FISH DOCK



J. B. THOMSON, COMMISSIONER

Organization

All Departments report to the Commissioners through the Secretary.

The Operating Department is under the General Superintendent and included in his supervision are the piers which the Commissioners operate and the Terminal Railway. The Pier traffic is under the direction of a superintendent, and the Terminal Railway is under the care of an Agent, both these officials, of course, being responsible to the General Superintendent.

On the Terminal Railway freight cars are switched from and to the carrier railroads and Harbour front industries and the service includes also the movement of cars between local points. With certain limitations the Canadian Pacific Railway does its own switching on the South Shore, but the Commissioners do all the switching on the north shore and all of the switching of Canadian National cars on both shores of the harbour.

All branches of engineering, constructional, mechanical and electrical, and the maintenance of facilities, are under the supervision of the Chief Engineer.

In financial matters in all departments the Comptroller is the responsible officer and his duties also embrace the oversight of insurance on the Commissioners' properties and the preparation of leases of water lots and other property under the jurisdiction of the Commissioners.

The duties of the Harbour Master include the enforcement of observance of all By-Laws relative to the movements and operations of vessels, exclusive of pilotage, the mooring and anchoring of vessels, and enforcement of regulations regarding the handling of explosives, disposal of ballast, refuse, etc., and generally the regulation of operations within the harbour.

The Signal Station at Prospect Point, under the supervision of the Harbour Master, is in charge of Signalmen of ex-Naval signal ratings. Their duty is to note and report to the Harbour Master's office every vessel that passes in or out, to keep watch for signals from incoming vessels and to convey to such vessels signals transmitted to the Station over the telephone by ship's agents or others. Any accident or incident requiring prompt attention is reported direct by the Station to the Harbour Master.

Wireless Telegraphy.

There is a Government Radio Station Telegraphic, situated at Point Grey for receiving and transmitting

messages, call sign V A I, also the Merchants' Exchange for Commercial messages, call sign V A B.

Vessels Entering the Harbour.

Vessels arriving in the Harbour are required to deliver at the Harbour Master's office a true and correct report in writing, signed and certified by the maker thereof, giving name, official number, port of registry, gross and net tonnage, name of the master, and of the owner or agent of said vessel, a manifest of her cargo and number of passengers carried inwards, date and hour of arrival, draft of water and berth occupied.

The master of the vessel is notified usually through the vessel's agent, of the berth assigned to him, except in the case of vessels requiring an anchor berth, in which case permission must be obtained from the Harbour Master, who will indicate the berth to be occupied. Admiralty charts of the harbour show the regular mooring berths in numbered squares.

Vessels may enter the harbour at any hour and at any stage of the tide. The International Rules of the Road are to be observed. The use of tugs for berthing vessels is not compulsory.

Wharfage.

Wharfage charges are charges made on cargo passing over piers or wharves, or transferred between vessels or loaded from water over ship's side while vessel occupies berth at wharf, and exclusive of any sorting, piling, weighing, handling or trucking.

Freight paying inward wharfage shall not be subject to outward wharfage when re-shipped by water from the same wharf.

Shipments loaded or discharged overside of vessel from or to vessel, or scow, or taken from or discharged into the water when vessel is lying alongside wharves, are assessed one-half regular wharfage.

On goods for which vessel tariff rates are "Per Article," wharfage charges will be assessed on weight basis, unless specific wharfage charges are provided.

Ship's stores over wharf, and fuel over ship's side for vessels loading or unloading cargo at wharf shall not be subject to wharfage charges when wharf is not called on to furnish any service.

Repair material, lining, fuel oil, coal or ballast handled over wharf are subject to regular wharfage charges. No charge will be made for lining material when taken overside from scow.



LIEUTENANT-COLONEL R. D. WILLIAMS
COMMISSIONER

In every case the wharfage charge is paid by the shipper or consignee and is not absorbed by the steamship lines so far as local traffic is concerned, except that in some cases, on coastwise traffic, the freight rate includes wharfage, which is by arrangement between shippers and the steamship company.

On competitive "in transit" traffic through the Port the assessment of wharfage is made on shipments to or from the United Kingdom or Inter-coastal, but on import and export traffic originating at or destined to Asia, Australia, Central America, Hawaiian Islands, Mexico, New Zealand, Oceania, Philippine Islands or South America, the wharfage is absorbed by the steamer and/or rail line.

Customs Requirements.

Immediately upon arrival a ship has to be "entered" at the Customs, and the following documents are required:—

Ship's certificate of Registry, or other papers relative to country or ownership.

Clearance from last port.

Bills of Health.

Pratique certificate, if on other than a coasting voyage.

Immigration clearance.

Manifests, in duplicate, on form required by Customs, to be stamped at the office of the Harbour Commissioners in the Customs building before being presented at the Customs.

If goods are found on vessel not shown on manifest, a supplementary manifest, in triplicate, is to be filed, duly stamped by the Harbour Commissioners

There is no fee for entering and clearing a vessel except on Sundays and holidays when a fee of \$1.50 is charged.

List of ship's stores, certified by master.

Manifests must show effects of officers, members of crew and passengers, other than personal effects or wearing apparel.

No fees are assessed by the Department of Customs for assistance of officers on any working day from 8:00 a.m. to 5:00 p.m. Overtime is assessed against party requesting assistance of such officers on any day after 5:00 p.m. or on statutory holidays or Sundays.

Sick mariners' dues are paid on entry to the Collector of Customs.

Shipping Master.

On clearing a vessel the ship's articles of agreement must be produced for endorsement by the Shipping Master. Vessels when entering, of other than British, Norwegian, Swedish, Danish, French or United States registry, must produce their Articles at time of entry.

Quarantine.

Vessels coming in from the Orient direct to Vancouver must obtain pratique from William Head, but in the case of vessels coming from the Orient going to Puget Sound, pratique is obtained from Port Townsend and such vessels may come direct to Vancouver where the American pratique certificate will apply and is accepted at Vancouver.

All deepsea ships from foreign ports must obtain pratique from William Head with the exception of vessels as stated above. There is no charge made for this service at William Head.

Marine Surveyors.

The Port Warden—appointed by the Minister of Marine—is the official surveyor of ships and their cargoes, and below are the names and addresses of Marine Surveyors in the City.

Allan & Stackhouse, 626 West Pender Street.

Board of Marine Underwriters of San Francisco
850 West Hastings Street.

Kelly, Wm. N., 837 West Hastings Street.

Lloyd's Register of Shipping, 355 Burrard Street

Lockhart, John, 355 Burrard Street.

Logan, W. H., 837 West Hastings Street.

Warkman, T. C., 355 Burrard Street.

Ships' Protection Clubs.

American Steamship Owners Mutual Protection and Indemnity Association.

Assurance Foreningen Skuld of Oslo and Copenhagen.

Danish Shipowners Defence Association.

Mercantile Marine Service Association

Newcastle Protection and Indemnity Association.

Shipowners Claims Bureau, Incorporated of New York.

Standard Shipowners Mutual Freight, Demurrage & Defence Association of London.

Standard Shipowners' Protection and Indemnity Association of London.

Swedish Shipowners' Defence Association of Stockholm.

United Kingdom Mutual Steamship Assurance Association.

United Kingdom Freight, Dumurrage and Defence Association of Newcastle-upon-Tyne.

German Shipowners' Protection Association.

Imperial Merchants Service Guild.

Navigation and General Assurance Society.

North of England Protection and Indemnity Association.

West of England Protection and Indemnity Association.

Representatives.

Griffith, Montgomery & Smith,
602 West Hastings Street.

—do.—

—do.—

—do.—

—do.—

—do.—

—do.—

—do.—

—do.—

—do.—

—do.—

C. Gardner Johnson Co. Ltd.
989 West Hastings Street.

Davis, Pugh, Davis, Hossie, Ralston & Lett,
626 West Pender Street.

—do.—

James H. Lawson,
510 West Hastings Street
C. Gardner Johnson Co. Ltd.,
989 West Hastings Street.



VIEW OF THE CITY OF VANCOUVER AND WATERFRONT LOOKING NORTH

Piers and Wharves

The principal piers and wharves in the Harbour include the following:—

VANCOUVER HARBOUR COMMISSIONERS

(1) Ballantyne Pier—Foot of Heatley Avenue.

Reinforced concrete structure.

Lineal feet of berthing—2,610.

Depth at low water—32 feet at inner berths.

45 feet at outer berths.

Trackage at each side and centre of pier.

Storage Yard at south of pier.

4 sheds—two storeys; total area, 410,400 sq. ft.

Total capacity, 41,040 tons.

Pier to face of shed, each side 31 ft. 6 in.

Equipment for Loading and Discharging—

4 Stothert & Pitt cranes.

2 Babcock Wilcox cranes.

7 Colby Combination cranes—all of three-ton capacity.

The Colby Combination cranes are used for grain and cargo.

Communication between the first and second storeys in sheds is by

4 electrical platform elevators 10,000 lbs. capacity each, and

8 cargo chutes.

FIRE PROTECTION—Sprinklers, standpipes and hose.

(2) Lapointe Pier—Foot Salsbury Drive.

(Leased to Alberta Pacific Pier Corporation, Ltd.)

Concrete crib and walls—filled with centre fill of earth.

Lineal feet of berthing—1,900.

Depth at Low Water—35 feet.

Trackage along each side and centre of pier.

2 sheds, one-storey—total area, 136,854 sq. ft.

total capacity, 13,865 tons.

Pier to face of sheds—20 feet.

Equipment for loading and discharging ships' derricks.

Grain galleries along each side of pier—10 spouts on West side, and 9 spouts on East side to load grain from No. 1 Elevator.

At extreme end of pier are eight Fish Oil Tanks.

4 tanks each with capacity of 33,000 gallons.

4 tanks each with capacity of 10,000 gallons.

Total capacity—172,100 gallons.

Loading and discharging to boat or railway.

FIRE PROTECTION—sprinklers, standpipes and hose.

(3) No. 1 Grain Jetty—Foot of Salsbury Drive.

Concrete crib and pile and timber structure.

Lineal feet of berthing—1,400.

Depth at Low Water—35 feet on West side.

30 feet on East side.

Trackage along Jetty.

Grain gallery along Jetty—4 belts, 7 spouts on East side, and 14 spouts on West side to load grain from

No. 1 Elevator and

Spillers Elevator. Inner berth on West side for grain and general cargo.

Two outer berths for grain only.

FIRE PROTECTION—Hydrants and hose.

(4) No. 3 Jetty—Foot Vernon Drive

Pile and timber structure.

Operated by Harbour Commissioners to serve No. 3 Elevator.

Lineal feet of berthing—1,000.

Depth at Low Water—30 feet.

Trackage along Jetty.

Grain galleries along each side of Pier—2 belts each gallery.

FIRE PROTECTION—Sprinklers, hydrants and hose.

(5) Fish Dock foot of Raymur Avenue—Just completed by Harbour Commissioners.

Pile and timber structure.

Accommodate fishing boats.

Providing sheds, ice storage.

Ice making, cool rooms and smoke house.

Lineal feet of berthing—720 feet.

Depth at Low Water—10 feet.

Trackage at West side of wharf.

Shed at East side—area, 10,800 sq. ft.

Shed at West side—area, 9,200 sq. ft.

Wharf to face of Shed—24 feet.

Equipment for unloading—electric cranes.

FIRE PROTECTION—Standpipes and hose, fire walls.

CANADIAN PACIFIC RAILWAY COMPANY

Pier "A."

Timber and pile structure.

Lineal feet of berthing—1,584 feet.

Depth at Low Water—35 feet.

Trackage along centre of Pier.

Sheds on Pier—one-storey:

Section 1—50 ft. x 650 ft.

Section 2—60 ft. x 600 ft.

Section 3—128 ft. x 128 ft.

Total area of sheds, 60,000 square feet.

Total capacity of sheds, 8,600 tons.

Pier to face of shed, 18 feet.

Equipment for loading and discharging—ship's derricks.

Pier "B-C."

Reinforced concrete pile and deck structure.
 Lineal feet of berthing—2,611.
 Depth at Low Water—35 feet.
 Trackage along centre of pier and each side.
 Sheds on Pier one-storey.
 Total area of sheds—200,000 square feet.
 Total capacity of sheds—25,000 tons.
 Total storage outside sheds—6,500 tons.
 Pier to face of shed—30 feet.
 Equipment for loading and discharging—one five-ton crane each side, 8 marine elevators.
FIRE PROTECTION—Equipped with sprinkler system, hydrants and hose.

Pier "D."

Pile and timber structure.
 Lineal feet of berthing—2,034.
 Depth at Low Water—30 feet.
 Trackage along centre of pier and east side.
 Sheds on Pier two-storey:
 First storey, area 108,000 sq. ft. capacity, 10,800 tons.
 Second storey, on level with street, with offices, waiting room, etc., for passengers only.
 Pier to face of shed, West side—14 feet.
 Pier to face of shed, East side—20 feet.
 Equipment for loading and discharging—ship's derricks.
FIRE PROTECTION.

Pier "H."

Pile and timber structure.
 Lineal feet of berthing—1,520.
 Depth at Low Water—30 feet.
 Trackage along East side of pier.
 Shed on pier—one-storey.
 Area of shed—55,800 square feet.
 Capacity of shed—5,600 tons.
 Open storage area—28,200 square feet.
 Open storage capacity—5,600 tons.
 Pier to face of shed—West side, 10 feet.
 Pier to face of shed—East side, 16 feet.
 Equipment for loading and discharging—ship's derricks.
FIRE PROTECTION.

Quay Wharves "A" to Pier "H."

Pile and timber structure.
 Lineal feet of berthing—2,300.
 Depth at Low Water—30 feet.
 Trackage on South side of sheds.
 Sheds, one-storey—area, 90,000 square feet.
 capacity, 9,000 tons.
 Pier to face of sheds—20 feet.
 Equipment for loading and discharging—ship's derricks.

CANADIAN NATIONAL STEAMSHIPS

Pier—Foot of Main Street.
 Pile and timber structure.
 Lineal feet of berthing—2,374.
 Depth at Low Water—35 feet at East and West berths.
 25 feet end of Dock.
 Trackage two depressed tracks on centre of Pier.
 Shed area lower floor—90,260 square feet.
 Shed capacity lower floor—10,000 tons.
 Shed area upper storey—26,000 square feet.
 Shed capacity upper storey—offices and waiting room.
 Open Dock area—69,380 square feet.
 Open Dock capacity—7,000 tons.
 At South end of Pier there are two fuel oil tanks, 120,000 gallon capacity each, with pump house.

FIRE PROTECTION—

3 fire walls from deck to low water.
 Fire walls around passenger and marine elevators.
 2 fire walls in sheds above deck.
 Substructure treated with zinc chloride.
 Standpipes, hydrants, sprinkler system above and below deck, automatic fire alarm.

EVANS, COLEMAN & EVANS, LTD.—

Foot Columbia Street.

Pier 1.

Pile and timber structure.
 Lineal feet of berthing—1,200.
 Depth at Low Water—20 feet at inner end of pier.
 30 feet at outer end of pier.
 Pier to face of shed, West side—26 feet.
 East side—8 feet.
 Equipment for loading and discharging—ship's derricks.
FIRE PROTECTION—Standpipes, hose, alarm.

Pier 2.

Pile and timber structure.
 Lineal feet of berthing—1,291.
 Depth at Low Water—20 feet at inner end of pier.
 30 feet at outer end of pier.
 Trackage on East side of pier.
 Pier to face of shed West side—10 feet.
 East side—20 feet.
 Equipment for loading and discharging—ship's derricks.
 Shed area—total for two piers—121,300 square feet.
 Shed capacity—total for two piers—12,130 tons.
FIRE PROTECTION—Standpipes, hose, alarm.

GREAT NORTHERN RAILWAY PIER—Foot Campbell Avenue (West side leased to Kingsley Navigation Company).

Reinforced concrete structure.

Lineal feet of berthing—1,350.

Depth at Low Water—30 feet.

Tracked at each side and centre of Pier.

Shed on Pier—one-storey.

Area of shed—92,000 square feet.

Capacity of shed—9,200 tons.

Pier to face of shed—26 feet on each side.

Equipment for loading and discharging—ship's derricks.

FIRE PROTECTION—Standpipes, hose and alarm.

TERMINAL DOCK & WAREHOUSE CO. LTD.

(Robin Hood Mills)—Between Nanaino and Clinton Streets.

Lineal feet of berthing—1,559 deepsea.

“ “ “ “ 208 coastwise.

“ “ “ “ 725 small boats.

Depth at Low Water—Deepsea, 32 feet.

“ “ “ “ Coastwise, 14 feet.

“ “ “ “ Small boats, 13 feet.

Trackage along northerly side of wharf, 3,300 ft.

“ South of shed, 500 feet.

Shed area—Lower storey—105,000 sq. ft.

“ “ Upper “ 25,000 sq. ft.

“ capacity—1,300 tons.

Pier to face of shed—30 feet.

Equipment for loading and discharging—ship's derricks.

FIRE PROTECTION—Standpipes and hose, hydrants, alarm system, extinguishers.

CANADIAN TRANSPORT COMPANY, LUMBER & CARGO PIER (Japan Wharf)—Foot of St. Patrick's Street, North Vancouver.

Pile and timber structure.

Lineal feet of berthing—850.

Depth at low water—30 to 50 feet.

Trackage along each side of Pier.

Equipment for loading and discharging—ship's derricks.

FIRE PROTECTION—6" supply on Pier with fire hydrants and hose.

UNION STEAMSHIP COMPANY OF B. C. LTD.—

Foot of Carrall Street. (Used for B. C. Coast Service).

Pile and timber structure.

Lineal feet of berthing—965.

Depth at Low Water—20 feet at inner end of pier.
40 feet at outer end of pier.

Trackage at South end of Pier.

Shed—one-storey—area 27,750 feet.

Capacity 2,775 tons.

Pier to face of shed—16 feet.

Equipment for loading and discharging—ship's derricks.

FIRE PROTECTION—Standpipes, watchman, hydrants and alarm.

There are numerous other wharves, serving the Oil Companies, Sugar Refinery and other industries and providing accommodation for tug boat and fishing fleet, etc.



CANADIAN PACIFIC RAILWAY PIERS



FALSE CREEK INDUSTRIAL AREA. PRINCIPAL WHARVES ON BURRARD INLET AND NORTH VANCOUVER IN BACKGROUND

Drydocks

Drydock and ship repair works include:

BURRARD DRYDOCK & SHIPBUILDING CO. LTD.

—Foot of Lonsdale Avenue, North Vancouver.

2 building berths for vessels up to 10,000 tons.

2 marine railways of 2,000 tons capacity and 1,000 tons capacity, respectively.

Floating Dock—capacity 15,000 tons.

Length over outriggers—536'6".

Breadth between wing walls—98'0".

Length over pontoons—126'0" x 496'0".

Light railway throughout plant.

Main Pier 700 feet long, takes one large and one small vessel.

Auxiliary Pier 32' x 450'.

One stationary crane—capacity 100 tons.

B. C. MARINE, ENGINEERS & SHIPBUILDERS, LTD.—Foot Victoria Drive.

Building ways 200 feet long with capacity 800 tons.

2 marine ways with 800 tons capacity and 1,500 tons capacity.

VANCOUVER DRYDOCK & SALVAGE CO.—

Drydock—800 tons capacity.

Anchorage

There are four principal anchorages containing berths numbered in order that vessels may have an exact position. The berths are one thousand feet apart which is generally sufficient when lying at single anchor.

Anchorage "A" in the Northeast part of the harbour contains fourteen berths and is most used for vessels when awaiting cargo.

Anchorage "B", five berths, is south of Anchorage "A", and is only used in emergency. The holding ground is indifferent.

Anchorage "C". Three berths are used principally for Government vessels and large visiting yachts.

Anchorage "D." Three berths used in loading logs from adjacent mills.

Explosives Anchorages. Vessels arriving with explosives on board must proceed to the Explosive Anchorage and report to the Harbour Master for instructions.

The Explosive Anchorage is in English Bay.

East Boundary—longitude 123° 10'

West Boundary— " 123° 11'

North Boundary— " 49° 17' 30"

South Boundary— " 49° 17'

Vessels requiring an anchoring berth must apply to the Harbour Master and may do so by signal from Prospect Point.

Prohibited Anchorage. A telephone cable has been laid across the Harbour between Vancouver City and North Vancouver as charted; Mariners are warned not to anchor in the vicinity of this cable.

FALSE CREEK.

There are no commercial wharves in the False Creek part of the harbour. The waterfront is occupied mainly by lumber mills, logging, builders supplies firms, and engineering works, which have landing places or pile wharves to suit their own purposes.

Industrial Sites

Granville Island, situated in False Creek in an industrial area containing 34½ acres, constructed in 1917 by the Harbour Commissioners out of mud flats and administered by them.

There are forty industries of various types on the Island which is accessible to coasting vessels of small draft and has trackage and railway connection. The Island has a waterfrontage of 5,100 feet.

The Harbour Commissioners have a large reclaimed area on the North Shore and various other properties which may be obtained on long term leases at very reasonable rentals. These properties include sites suitable for commercial wharves, grain elevators, flour mills and small or large industries. They are accessible by deep water channel and are connected with the trans-continental railways. Particulars and plans may be obtained on application to the Secretary of the Commissioners.



NEW FISH DOCK AS SEEN FROM THE WATER

Total Pier Trackage

LENGTH OF MAIN LINES IN HARBOUR
CAR STORAGE CAPACITY

Total Trackage on Piers:

Ballantyne Pier	7.8 Miles
Lapointe Pier	
No. 1 Grain Jetty	
No. 3 Elevator	
Evans, Coleman & Evans	
Canadian National Railway Pier	
Great Northern Railway Pier	2.5 Miles
Terminal Dock & Warehouse Co.	
Canadian Transport Co.	
Canadian Pacific Railway	

Length of Main Lines in Harbour:

Canadian Pacific Railway	33.0 Miles
Vancouver Harbour Commissioners' Ter- minal Railway	6.8 Miles
Pacific Great Eastern Railway	2.5 Miles

Car Storage Capacity:

Vancouver Harbour Commissioners		
Ballantyne Pier Yard	417	Cars
No. 3 Elevator	50	"
Lapointe Pier and Yard	144	"
No. 1 Jetty	59	"
False Creek—Glen Drive Yard.....	450	"
Terminal Ry. North Shore Sidings.....	178	"
Canadian Pacific Railway		
Burrard Inlet Yards	300	1741 "
False Creek Yards	200	
Coquitlam Yards	900	
Alberta Pool	341	
Great Northern Railway		
False Creek Yard	430	"
Canadian National Railways		
False Creek Yard	700	"

Grain Elevators

Storage. Unloading and Loading Capacity

No. 2 ELEVATOR—Ballantyne Pier.

Storage and workhouse capacity.....	1,625,000 bushels
Unloading capacity per hr. to ships	72,000 "
Loading capacity per hr. to storage	54,000 "

No. 3 ELEVATOR—Burrard Elevator
Company.

Storage and workhouse capacity.....	1,650,000 bushels
Unloading capacity per hr. to ships	40,000 "
Loading capacity per hr. to storage	12,000 "

No. 1 ELEVATOR—Pacific Terminal
Elevator Company.

Storage and workhouse capacity.....	3,870,000 bushels
Unloading capacity per hr. to ships	72,000 "
Loading capacity per hr. to storage	54,000 "

VANCOUVER TERMINAL GRAIN
COMPANY.

Storage and workhouse capacity.....	2,250,000 bushels
Unloading capacity per hr. to ships	75,000 "
Loading capacity per hr. to storage	54,000 "

COLUMBIA GRAIN ELEVATOR
COMPANY.

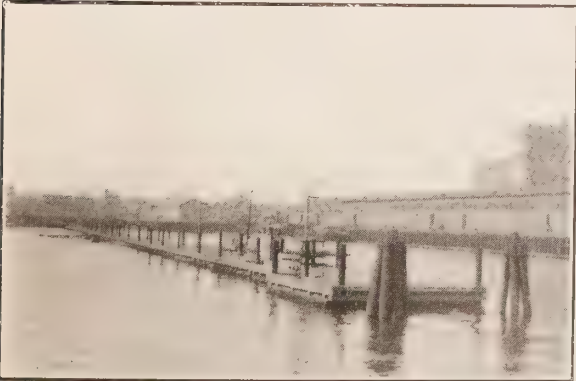
Storage and workhouse capacity....	183,000 bushels
Unloading capacity per hr. to ships	16,000 "
Loading capacity per hr. to storage	8,000 "

ALBERTA POOL ELEVATOR.

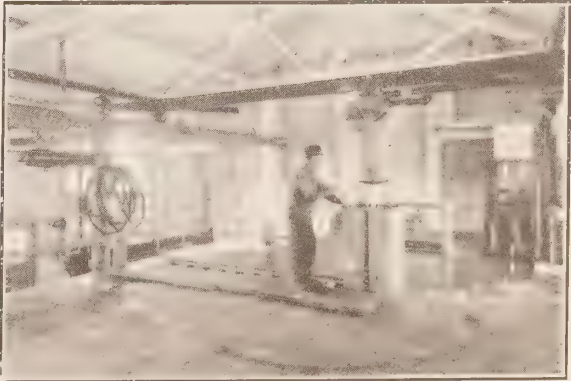
Storage and workhouse capacity.....	5,150,000 bushels
Unloading capacity per hr. to ships	72,000 "
Loading capacity per hr. to storage	54,000 "

MIDLAND PACIFIC ELEVATOR.

Storage and workhouse capacity.....	1,500,000 bushels
Unloading capacity per hr. to ships	30,000 "
Loading capacity per hr. to storage	12,000 "



BERTHING FLOAT — FISH DOCK



ICE MAKING ROOM — FISH DOCK

CARGO HANDLING METHODS EMPLOYED

Cargo is handled by ship's cranes or wharf cranes from ship's hold to face of pier, by hand trucks, jitneys and dollies from face of pier to sheds and vice versa.

There is no direct interchange of cargo between water-carriers, except in case of discharging tonnage to or from small vessels, barges or scows, while vessel is unloading at wharf, in which case half wharfage is charged. Otherwise cargo to be interchanged between one water carrier and another is discharged and loaded by methods above described.

In regard to handling from water-carrier to railway, this is done in some cases by wharf cranes or ship's gear direct when open cars are used, but in the case of box cars it is necessary to truck the freight over at least a portion of the wharf. There is a considerable movement of cargo from ship to open railway cars, among the commodities so handled being lumber, steel rails, steel plates, structural steel, coke and other commodities which do not require protection from the elements.

UNLOADING, ELEVATING AND STORING GRAIN

Bulk grain, except corn, does not at present enter this port in ships. Corn is unloaded from ship's hold direct to cars by cranes or ship's gear, handled with buckets and dumped into a chute leading to the railway car but if received direct into a grain elevator follows procedure as below:

Bulk grain ex cars is unloaded by power shovels into grain pits at elevators and elevated in the manner customary at all terminal elevators. It is then stored in bins until shipped. The grain is reloaded by means of conveyor belts over the wharves or jetties to spouts which run from sides of conveyor galleries direct to ship's hold. Bulk grain is loaded to cars direct via spout from elevator side. Sacked grain is loaded direct to vessel, car or team in a manner similar to that employed in loading general cargo. Sacked grain is unloaded and stored in sheds in a manner similar to that employed in loading general cargo.

NOTE: At Pool Elevator No. 1, Car Dumps are used—not Power Shovels.

CAPACITY OF GRAIN BAGGING MACHINES IN BUSHELS

There are four elevators with bagging machines, capacity of each based on an 8-hour day is as follows:

Pacific Terminal Elevator	2600	sacks of 150 lbs. ea.
Vancouver Terminal	2600	" " 150 "
Midland Pacific	4800	" " 200 "
(2 machines)		
Buckerfield's Limited	4800	" " 200 "
(2 machines)		

These are all on water front in Burrard Inlet.

CHARGES FOR HARBOUR SERVICE AND PORT FACILITIES

Note: While every effort has been made to make the charges mentioned in this publication complete and correct, any and all of them are subject to change.

Pilchage—Not compulsory—Present ruling rates:

Sea to Vancouver—1c per nett. reg. ton and \$2 per ft. draft.

Vancouver to sea—1c per nett. reg. ton and \$2 per ft. draft.

Vancouver via Nanaimo or Union Bay to sea or vice versa—1c per nett. reg. ton and \$1 per ft. draft to Gulf of Georgia; 1c per nett. reg. ton and \$1 per ft. draft into coaling port; 1c per nett. reg. ton and \$2 per ft. draft coaling port to sea.

Shifting in Harbour—each shift—\$10.00

Through Second Narrows \$15.00

Towage—No tariff—Small tugs \$25.00 approximately.

Large tugs \$50.00 to \$75.00 appr.

N.B.—Tugs are seldom used, as wharves afford good berthing conditions and are easily approached.

Berthage—Vessels, hulks, scows or tugs making use of wharf, but not loading or discharging freight, charged at the following rates for each 24 hours or portion thereof:

Vessels, etc., 100 ft. in length or under	\$1.50
" " 101 " " " to 150 ft. in length	5.00
" " 151 " " " 250 " "	15.00
" " 251 " " " 350 " "	25.00
" " over 351 feet in length	50.00

Handling Lines—On ships handling general cargo no charge is made between 8 a.m. and 5 p.m. (exclusive of holidays). Between 5 p.m. and 8 a.m. \$1.20 a man per hour for tying up and letting go. Ship pays minimum of 2 hours.

A charge is made at elevators and wharves for handling ships' lines when ships are loading bulk grain only. **These charges are as follows:**

From 7 a.m. to 8 a.m.—

\$7.20 for taking lines \$4.80 letting go

From 8 a.m. to 12 noon—

\$3.60 for taking lines \$2.40 letting go

From 12 noon to 1 p.m.—

\$7.20 for taking lines \$4.80 letting go

From 1 p.m. to 5 p.m.—

\$3.60 for taking lines \$2.40 letting go

From 5 p.m. to 6 p.m.—

\$7.20 for taking lines \$4.80 letting go

From 6 p.m. to 7 a.m.—

\$10.80 for taking lines \$7.20 letting go

These flat charges will apply at Elevator terminals only, and where any general or overside cargo is loaded at the wharf, the charge for taking and letting

go lines will be absorbed by the Elevator or Wharf Company during the regular hours, that is 8 a.m. to 5 p.m., except noon meal hour.

It is understood and agreed that the vessel has the privilege, if so desired, to take and let go its own lines at elevator terminals.

It is also understood that these charges do not affect any existing contracts any Steamship Line may have with any Wharf.

These charges effective 5 p.m. March 31st, 1931.

Gear Hire —Cranes	\$2.50	per	hour	each
Jitneys	2.50	"	"	"
Dollies	75	"	"	"
Hand Trucks .....	.25	"	"	"

Fuel—Coal at Nanaimo and/or Union Bay is \$6.00 per long ton f.o.b. and \$6.25 when trimmed with bunkers.

Fuel oil per barrel of 35 Imperial Gallons is \$1.30 per barrel.

Note: There may be some fluctuation in prices, based on the requirements of the Steamship Lines. Most of the Steamship Lines have contracts with the suppliers.

Light—7c per kilowatt hour.

Water —Alongside Pier per 1,000 gallons .....	.45
In stream—minimum 25 tons	25.00
30 "	30.00
40 "	35.00
50 "	40.00
60 "	45.00
70 "	50.00
100 "	70.00

Ballast—Ballast is not used at this Port, except in cases where the steamer fills her deep tanks with water to give her stability.

No difference is made in this Port so far as charging for berthing and shed accommodation is concerned between regular liners and tramp steamers.

Sick Mariners' Fees—

2c per nett registered ton (payable at Customs first three trips each calendar year at any Canadian port).

Fumigation—

Vessels trading with Orient—once every six months.

Vessels trading with United Kingdom or Northern European ports—once every twelve months.

Both Sulphur process and Cyanide process (former seldom now used).

Port Warden's Inspection—varies according to cargo.

Inward: Survey of hatches and cargo, including survey of cargo on decks and certificates.

When cargo does not exceed 1,000 tons.....	\$ 8.00
1,001 tons, but not exceeding 2,500 tons.....	16.00
2,501 tons, but not exceeding 3,500 tons.....	24.00
3,501 tons and over	30.00
Survey of hatches only and certificate.....	8.00
(Tonnage computed on basis of vessel's revenue tons.)	

Outward: Lumber, for survey of full cargoes or part cargoes of lumber only below and on deck, including inspection of vessel's holds before loading and certificate—

500,000 ft. B.M. and less.....	\$ 8.00
500,001 " not exceeding 1,500,000' B.M.	15.00
1,500,001 " not exceeding 2,000,000' B.M.	20.00
2,000,001 " not exceeding 3,000,000' B.M.	25.00
3,000,001 " and over	30.00

Note: All vessels carrying wheat require the Port Warden's certificate. In many cases owners and charterers require a certificate of seaworthiness from the San Francisco Board of Marine Underwriters whose charges approximate those of Port Warden. Sometimes a certificate of both authorities is taken.

Grain—For inspection of vessels' holds and grain fittings, superintendence and survey of vessels loading full or part cargoes of grain only, including certificates:

1,000 tons or less	\$10.00
1,001 tons but not exceeding 2,000 tons.....	20.00
2,001 tons but not exceeding 3,000 tons.....	30.00
3,001 tons but not exceeding 5,000 tons.....	40.00
5,001 tons and over	50.00

Note: 1. Ton of 1,240 lbs.

2. Where a vessel loads in excess of 5,000 tons grain and completes balance of cargo with lumber, the fee to be \$50.00 for complete survey and certificate.

General—For the survey of general cargoes, including parcels of grain and lumber and inspection of vessels' holds before loading, and certificates:

500 tons and less	\$ 8.00
501 tons but not exceeding 1,500 tons.....	13.00
1,501 tons but not exceeding 2,500 tons.....	18.00
2,501 tons but not exceeding 3,500 tons.....	23.00
3,501 tons but not exceeding 4,500 tons.....	28.00
4,501 tons and over	30.00

Where vessel carries 5,000 tons of grain or over, in addition to lumber and general cargo, an additional fee of \$10.00 may be charged.

Tonnage:—Tonnage will be computed on the following basis:—

General Cargo—on a basis of vessel's revenue tons.

Grain—on a basis of 2,240 pounds per ton.

Lumber and Logs—with general cargo, on a basis of one and one-half (1½) tons to 1,000 feet Board Measure.

Revenue Tons—i.e., Weight and/or Measurement.

Canadian Bill of Health.....\$1.00

Note—In addition, of course, to the other charges shown before, there will be the cost of fuel, water, etc., which charges are already shown in this statement.

Charges for agency fee vary considerably. In some cases the ship's agent only receives a flat amount of so much per ship, usually from \$50.00 upwards, depending on the amount of work involved—in some cases reaching as high as \$200.00.

Other agents receive their entire remuneration from a commission paid from the inward cargo landed and the outward cargo loaded, the basis usually being about 2% of gross revenue of Bill of Lading freight charges.

Stevedoring: Stevedoring in Vancouver is handled entirely under private contract between the ship's agents and the stevedores. The average charge is 65c per ton on general cargo N. O. S. The quotations on the loading of lumber, wheat and logs is all done by special contract with the stevedores, and these rates fluctuate considerably, due to business conditions in the port.

Harbour Dues: 3c nett registered ton (payable first five trips each calendar year).

Cargo Rates: The Harbour Commissioners assess on cargo a charge known as "Cargo Rates." This charge ranges from five cents to thirty cents per ton according to the commodity. It is assessable against the cargo and collected from consignees and shippers except in the case of overland cargo in competition with Atlantic ports, i.e. cargo destined to or originating at points east of the Manitoba-Saskatchewan boundary, on which the cargo rate is five cents per ton and is absorbed by the vessel. On cargo moving by vessel through the Port of Vancouver, when it is necessary for the vessel to absorb cargo rates assessable on any one voyage, then the vessel shall not be called upon to pay the amount of such cargo rates in addition to the amount payable for Harbour dues, but only the total of such cargo rates or such Harbour dues (whichever may be the greater) in respect of that particular voyage.

(1) On cargo originating at or destined to points in Canada east of the eastern boundary line of the Province of Saskatchewan.

(2) On cargo originating at or destined to points in the United States of America moving in transit through the Port of Vancouver.

SPECIMEN CHARGES IN CONNECTION WITH A CARGO OF 200,000 BUSHELS OF GRAIN

The following charges are in connection with cargo only:

Fumigation—

Sulphur (seldom used)	\$100.00
Cyanide	\$150.00 to \$175.00
(Depending on construction of ship)	

Stevedoring charges—

Fitting	\$1,350.00
Trimming	480.00

Top Piling 6,000 sacks—(This item varies considerably according to type of vessel)..... 900.00

Shipping Federation rates 27.00

Separation cloths, where necessary—per lineal yard, 40 inches in width08

Note—Bulk grain is delivered to the end of spout for shippers' account. Ship's responsibility commences when grain is poured into hold.

Stevedoring charges as given above liable to fluctuation due to Port conditions.

Stevedoring charges unloading from ship's hold to cars at 60c per ton 3,600.00

If received into an elevator, elevator charges at 1¼c per bushel..... 2,500.00

Note—The stevedoring charge subject to fluctuation due to business conditions.

The Port is not provided with a Marine Leg for the discharging of bulk grain from vessels. There has been no movement of bulk grain inward by water except corn, outside of an occasional shipment discharged from a vessel which has arrived back in port in distress, or where grades have been wrongfully mixed in loading.

Port Warden's Inspection \$50.00

STEVEDORE AND LONGSHORE REGULATIONS AND WAGE RATES

In November, 1930, the Shipping Federation signed a three years' Agreement with the Vancouver and District Waterfront Workers' Association, a longshoreman's union which is affiliated with the "All Canadian Congress of Labour." This Agreement guarantees the Union which consists of approximately 650 men, not less than 60% of all ship work and dock

work and 100% of grain trimming and sacking, with restrictions as to the efficiency of the labour which the Union provides. Grain trimming and sacking is mostly done through a grain trimmers' auxiliary of the above Union, the men being signed on for each successive grain trimming season, only.

In addition to the Vancouver and District Water-front Workers' Association, there are approximately 250 additional longshoremen, 170 of them being members of the Independent Lumber Handlers' Association and 80 ex-members of the International Longshoremen's Association.

The hours of labour, wages and working conditions are stipulated in and agreed to under a printed agreement known as the "Rules, Working Conditions and Wage Schedule" (effective January, 1931).

Wages are as follows:

	S. T.	O.T.
Ship work	\$.87	\$1.30
Dock work .....	.83	1.25
Grain trimming .....	.97	1.40

There are no stipulated hours of labor except

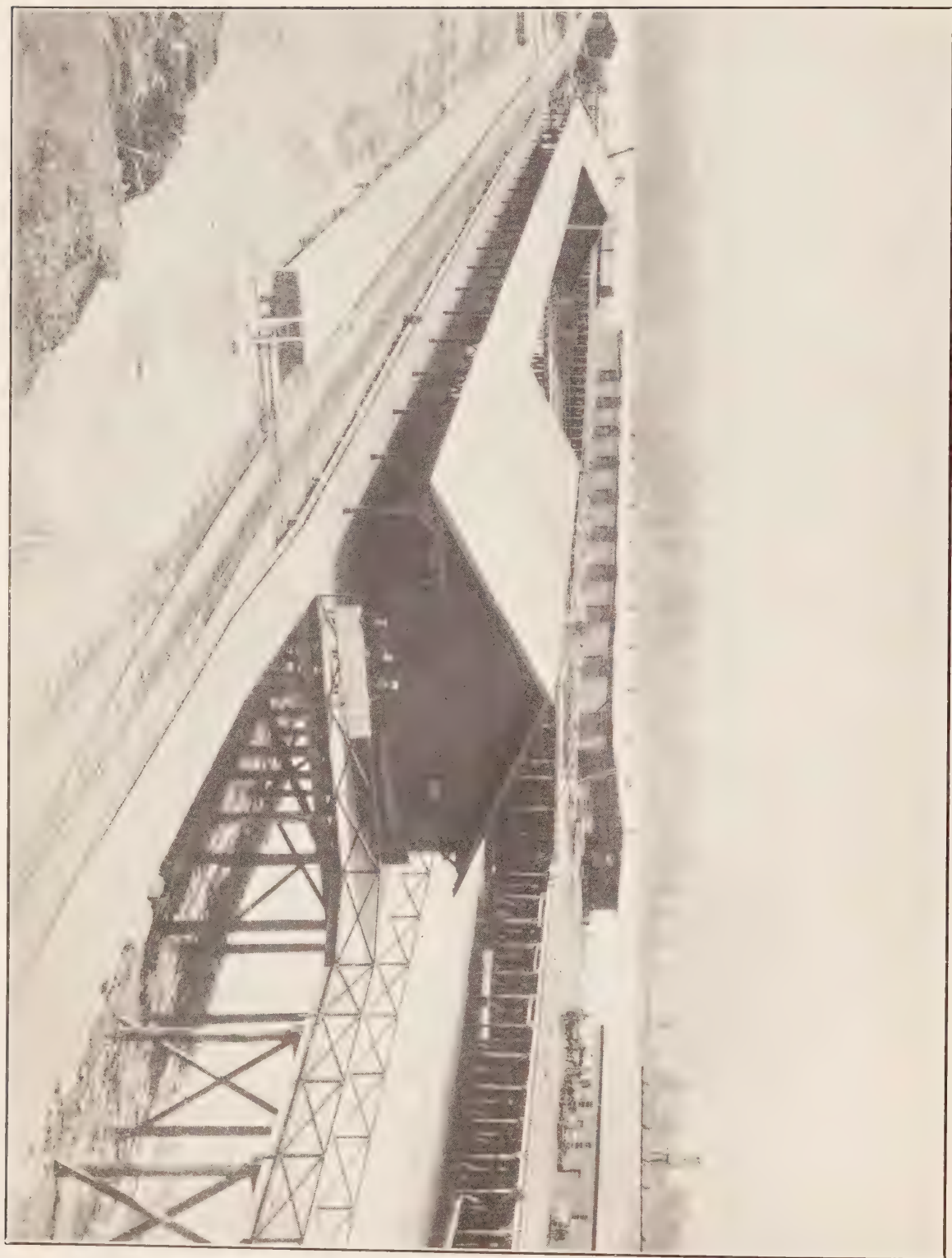
minimum and maximum working time, the former calling for not less than two hours' for any work done in any one day, the latter restricting work to ten hours in the Port of Vancouver where transportation is not provided and other suitable men are available, twelve hours where men work at points within the Harbour to which they have to be transported and thirteen hours at outports (ports other than Vancouver).

All longshoremen are registered for employment with the Shipping Federation, and are despatched to work on call from Stevedoring and Dock Companies through the Despatching Hall maintained by the Shipping Federation. "First Call" or regular ship and dock men are despatched in registered gangs; extra men and wheat trimmers are despatched in rotation, the line-up or picking system no longer existing in Vancouver.

All Stevedoring and Longshore work in the Port of Vancouver is under the control of the Stevedoring Companies, who in turn are members of the Shipping Federation of British Columbia, who furnish all longshore labour.



BALLANTYNE PIER



FIRST WHARF BUILT BY THE C. P. R. ON BURRARD INLET IN 1889

COMMUNICATIONS

Steamship Lines using the Port are as follows:—

TRANS-OCEANIC TO EUROPE

Line	Flag	Port of Discharge	Service	Agents
Blue Star Line	Br.	U. K. & Continental Ports.....	Monthly	American Mail Line.
Canadian-American	Chrtr'd	U. K. & Continental Ports.....	Occasional	Can. Amer. Ship. Co.
Canadian Transport Co.	Chrtr'd	U. K. and out Ports	Twice monthly.	Can. Transport Co.
Cie Gle. Trans-Atlantique...	Fr.	Bordeaux, Havre, Antwerp, Dunkirk	Fortnightly	Empire Shipping Co.
Donaldson Line	Br.	U. K. & Continental Ports.....	Fortnightly	Balfour, Guthrie & Co
Compagnie Maritime Belge...	Belgian	Antwerp and London.....	Monthly .	Harvey Shipping Co.
East-Asiatic Line	Dan.	Hull, Hamburg, Scandinavian Ports	Monthly	Johnson, Walton Co.
Furness Line	Br.	London, Liverpool, Manches- ter, Glasgow	Bi-monthly	Furness (Pacific) Ltd.
Hamburg-American Line.....	Ger.	Hamburg, Bremen, Antwerp...	Every 3 weeks...	Dingwall, Cotts & Co.
Harrison Direct Line	Br.	London, Liverpool	Monthly	B. W. Greer & Son, Ltd.
Inter-Ocean Line	Norwg'n	Havre, Antwerp & Rotterdam	Monthly .	Canada Shipping Co.
Isthmian Line	U. S.	London, Avonmouth, Liverpool	Every month	B. W. Greer & Son, Ltd.
Johnson Line	Sw.	U. K. & Scandinavian Ports	Monthly .	C. Gardner Johnson, Ltd.
Navigazione Libera Trestina	Italy	Barcelona, Marseilles, Genoa, Naples, Leghorn, Trieste.....	Fortnightly	Empire Shipping Co.
North German Lloyd.....	Ger.	Hamburg, Bremen, Antwerp...	Bi-monthly	Dodwell & Co.
Pacific Atlantic Line	Amer.	Manchester, Liverpool, London	Monthly	Canada Shipping Co.
Reardon Smith Line.....	Br.	London, Liverpool, Manchester, Avonmouth, Cardiff	3 ships monthly..	T. A. Lee & Holway.
The Royal Mail Steam Pkt. Co. and Holland-America Line (Joint Service)	Br.	Liverpool, London, Hamburg, Rotterdam & Antwerp.....	Bi-monthly	The Royal Mail Steam Packet Co.
Ben Line	Br.	London, Liverpool, Hull.....	Monthly	Can. Amer. Shpg. Co.

TRANS-OCEANIC TO ORIENT

American Mail Line	U. S.	China Ports and Philippines...	Fortnightly	American Mail Line.
Blue Funnel Line	Br.	Yokohama, Kobe, Hong Kong	Monthly	Dodwell & Co., Ltd.
Canadian American	chrtr'd	Yokohama, Kobe, Osaka	Frequent	Can.-Amer. Ship. Co.
Canadian Transport	chrtr'd	Japan, Yokohama, Osaka and Kobe	Monthly	Can. Trnsp. Co., Ltd.
Can. Pac. S. S. Ltd.	Br.	Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong, Ma- nilla	3 Weekly	C. P. S. S., Ltd.
Java Pacific Line	Dutch	China, Straits Settlements & East Indies	Monthly	Dingwall, Cotts & Co.
Mitsubishi Co.	Japan	Japan and China Ports.....	Occasionally	E. D. McPherson.
Mitsui	Japan	Japan Ports	Occasionally	Roy Funk.
Nippon Yusen Kaisha	Japan	Yokohama, Kobe, Moji, Shanghai, Hong Kong.....	Every 10 days..	B. W. Greer & Son Ltd.
Ocean Transport Company..	Chrtr'd	Yokohama, Kobe, Osaka	Monthly	Dominion S. S. Co.
Silver, Java Pacific Dutch	Dutch	East Indies, Straits Settle- ments & Indian Ports.....	Monthly	Dingwall, Cotts & Co.
Yamashita Kisen Kaisha.....	Japan	Japan and China Ports.....	Frequent	Yamashita Shpg. Co.
Tacoma Oriental Line.....	U. S.	Japan and China Ports and Philippines	Fortnightly	Canada Shipping Co.

TO AUSTRALIA, NEW ZEALAND, HAWAII, FIJI

Line	Flag	Port of Discharge	Service	Agents
Can. Aust. Royal Mail Line	Br.	(1) Honolulu, Suva, Auckland, Sydney. (2) Principal Ports Australia and New Zealand	Monthly	Can. Aust. Royal Mail Line.
Oceanic & Oriental Nav. Co.	U. S. Sw.	Principal Ports New Zealand and Australia	Monthly	Dingwall, Cotts & Co.
Transatlantic S.S. C. Ltd.		Brisbane, Sydney, Newcastle, Melbourne, Adelaide		Empire Shipping Co. Ltd.

TO ATLANTIC COAST, U. S. AND E. CANADA

Argonaut Line	U. S.	U. S. Atlantic Ports	Every 2 Weeks	B. W. Greer & Son, Ltd.
Canadian Nat'l Steamships	Br.	Canadian Atlantic Ports	Every 2 Weeks	Can. Nat. S. S.
Isthmian Line	U. S.	Atlantic Ports	Every 2 Weeks	B. W. Greer & Son, Ltd.

TO CENTRAL AND SOUTH AMERICA AND WEST INDIES

Vancouver West Indies Line.	Br.	West Indies (Jamaica)	Monthly	Can. Transp. Co. Ltd.
		(Trinidad, Belize, Nassau, Barbadoes and Bermuda)....	Occasional	
Latin American Line	Norwg'n	West Coast of U. S. A., Central and South America.....	Occasional ..	B. C. Shipg. Agencies
Pacific-Argentine Brazil Line	U. S.	East Coast of South America..	Monthly	Kingsley Nav. Co. Ltd.
Grace Line	U. S.	Peru and Chile	Monthly	C. Gardner Johnson,
Gulf Pacific Line	U. S.	C. America, Mexico, Gulf, West Indies	Every 10 Days....	Dingwall, Cotts & Co.
Knutson Line	Norwg'n	West Coast South America.....	Monthly	Balfour, Guthrie, Ltd
Westfal-Larsen Co. Line.....	Norwg'n	East Coast South America.....	Monthly	Empire Shipping Co.

TO SOUTH AFRICA

South Africa	Chartrd	Capetown, Algoa Bay, East London, Durban, etc.....	Six Weeks	B. C. Shipg. Agency.
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TO CALIFORNIA

Admiral Line	U. S.	San Francisco, San Pedro, San Diego	Weekly	Pacific S. S. Co.
Kingsley Navigation Co.....	Br.	San Francisco, San Pedro, San Diego	Every 10 Days....	Kingsley Nav. Co.

FOREIGN COASTWISE

Can. Nat. S.S.	Br.	Puget Sound Ports		Can. Nat. S. S. Co.
Border Line Trans. Co.	U. S.	Puget Sound Ports		Dodwell & Co.
Can. Pac. S. S.	Br.	Puget Sound Ports		Pacific S. S. Co.
Admiral Line	U. S.	Puget Sound Ports		Pacific S. S. Co.
Northland Transport'n Co.....	U. S.	Alaska (fish only)		None.

LOCAL COASTWISE

Bervin S. S. Co.	Br.	B. C. Coast Points		Bervin S. S. Co.
Can. Nat. S. S.	Br.	B. C. Coast Points		Can. Nat. S. S. Co.
Can. Pac. B. C. Coast Serv....	Br.	B. C. Coast Points and Vancouver Island		Can. Pac. B. C. Coast Service.
Coast S. S. Co. (1922) Ltd....	Br.	B. C. Coast Points		Coast S. S. Co. (1922) Ltd.
Coastwise S.S. & Barge Co.	Br.	B. C. Coast Points		Coast S. S. & Barge Co., Ltd.
Border Line Nav. Co.	Br.	B. C. Coast Points & Victoria, Vancouver Island		Dodwell & Co.
Kingsley Navigation Co.....	Br.	B. C. Coast Points		Kingsley Nav. Co.
Pacific S. S. Co. (Admiral Line)	U. S.	B. C. Coast Points (principally Powell River)		Pacific S. S. Co.
Union S. S. Co. of B. C., Ltd....	Br.	B. C. Coast Points		Union S. S. Co. of B. C., Ltd.
Vancouver Barge Trans. Co. Ltd.	Br.	Vancouver Island		Transp'n Co., Ltd.
F. Waterhouse Co. Limited.	Br.	Local B. C. Coastwise Ports....		F. Waterhouse Co.

TABLE OF DISTANCES BETWEEN VANCOUVER AND PRINCIPAL PORTS
TRADED WITH.

Table of Distances Vancouver to—	Nautical Miles	Time of Voyage		
		9 Knots	10 Knots	11 Knots
Adelaide	7,753	36 days	32 days	29 days
Aden	10,725	49	45	41
Alexandria (s)	12,271	56	51	46
Antwerp (p)	8,899	41	37	33
Astoria	280	31 hours	28 hours	25 hours
Auckland	6,205	28 days	26 days	24 days
Baltimore (p)	6,013	27	25	23
Batavia	7,369	34	30	28
Bombay	9,536	44	39	35
Bordeaux (p)	8,724	40	36	32
Boston (p)	6,290	29	26	23
Bremen (p)	9,148	42	37	34
Brisbane	6,440	29	26	24
Bristol (p)	8,624	39	35	32
Buenos Aires (m)	8,336	38	34	31
Calcutta	8,639	39	35	32
Callao	4,991	23	21	19
Cape Town (p)	10,527	48	43	39
Cape Town, via Colombo	11,017	51	46	41
Colombo	8,586	39	35	32
Copenhagen (p)	9,326	43	38	35
Galveston (p)	5,617	26	23	21
Gibraltar (p)	8,453	39	35	31
Glasgow (p)	8,742	40	36	32
Halifax	6,455	29	26	24
Hamburg (p)	9,166	42	37	34
Havana (p)	3,014	23	20	18
Havre (p)	8,720	40	36	32
Hongkong	5,800	27	24	22
Honolulu	2,409	11	10	9
Karachi	10,199	47	42	38
Kingston, Jamaica	4,777	22	20	18
Liverpool (p)	8,547	40	36	32
London (p)	8,859	41	36	33
Madras	9,721	45	40	36
Manilla	5,969	27	25	22
Manzanillo (p)	2,300	10	9	8
Marseilles (p)	9,143	42	37	34
Mazatlan	2,160	10	9	8
Montreal (p)	7,260	33	30	27
Newcastle (p)	9,065	42	38	34
New Orleans (p)	5,497	25	22	20
New York	6,089	27	25	22

TABLE OF DISTANCES—(Continued)

Table of Distances Vancouver to—	Nautical Miles	Time of Voyage		
		9 Knots	10 Knots	11 Knots
Panama	4,077	18	16	15
Philadelphia	6,055	27	25	22
Port Said (p)	10,353	47	43	39
Port Said (s)	12,124	56	50	46
Portland	380	42 hours	38 hours	34 hours
Quebec (p)	7,125	33 days	29 days	27 days
Rangoon	8,167	37	33	30
Rio (p)	8,345	38	34	31
Rotterdam (p)	8,911	41	37	33
Salina Cruz	2,950	14	12	11
San Francisco	820	4	3.5	3
San Pedro	1,180	5	4.5	4
Seattle	125	14 hours	12.5 hours	11 hours
Shanghai	5,230	24 days	21 days	18 days
Singapore	7,089	32	29	26
Swansea (p)	8,586	39	35	32
Sydney	6,848	31	28	25
Valparaiso	5,938	27	25	22
Vladivostok	5,200	24	21	19
Yokohama	4,280	19	17	15

(p) via Panama Canal

(s) via Suez Canal

(m) via Magellan.

The distance from Vancouver to Cape Flattery is 144 nautical miles, and the open sea is not reached until Cape Flattery is passed.

Practically all coastwise vessels out of Vancouver operate in inland waters, except those operating to points north of Vancouver Island, in which case a short strip of the open sea is met with in crossing Queen Charlotte Sound.

Note: Particularly under present business conditions, prices for stevedoring, bunkers, ships' supplies and service of various kinds are liable to fluctuate in the same manner as the freight rates.



TONNAGE OF IMPORTS AND EXPORTS 1924 - 1930

IMPORTS					EXPORTS				
Local		Foreign	Deep Sea	Total	Local		Foreign	Deep Sea	Total
Coastwise	Coastwise	Coastwise			Coastwise	Coastwise	Coastwise		
1924	2,504,438	650,750	354,039	3,509,227	1924	497,935	119,937	2,566,106	3,183,978
1925	2,789,099	312,483	713,227	3,814,809	1925	553,679	100,756	1,945,732	2,600,167
1926	3,507,212	52,461	1,122,237	4,681,910	1926	598,914	64,651	2,689,947	3,353,512
1927	3,176,788	51,178	1,285,389	4,513,355	1927	580,062	33,197	2,683,013	3,296,272
1928	3,501,045	30,994	1,314,127	4,846,166	1928	651,483	44,047	4,358,091	5,053,621
1929	3,308,649	42,175	1,718,088	5,068,912	1929	868,195	41,629	3,619,153	4,528,977
1930	2,784,825	42,600	1,527,364	4,354,789	1930	789,089	20,072	2,862,889	3,672,050

Commencing July 1st, 1926 California ships and trade were transferred from Foreign Coastwise to Deepsea.

NUMBER OF VESSELS AND REGISTERED TONNAGE 1924 - 1930

- (1) "Local Coastwise" includes all vessels trading in British Columbia waters only.
- (2) "Foreign Coastwise" includes all vessels trading to Puget Sound and Alaska.
- (3) "Deep Sea" includes all vessels trading outside of Cape Flattery.

Local Coastwise		Foreign Coastwise		— Deep Sea —		—— Total ——		
	No. Ships	Net Tons	No. Ships	Net Tons	No. Ships	Net Tons	No. Ships	Net Tons
1924	17,057	5,452,993	632	583,137	720	2,934,167	18,409	8,980,297
1925	17,085	4,723,007	1,027	1,279,954	916	3,175,885	19,028	9,178,846
1926	17,148	4,268,620	1,548	1,900,942	1,071	3,698,006	19,767	9,867,628
1927	17,770	4,627,880	1,470	1,897,362	1,123	3,779,015	20,363	10,304,257
1928	19,270	4,958,498	1,470	2,109,982	1,344	4,674,091	22,084	11,742,571
1929	20,464	5,281,026	1,537	2,097,206	1,295	4,532,794	23,296	11,911,026
1930	18,894	5,694,115	1,619	2,598,294	1,157	4,313,666	21,670	12,606,075

EXPORT OF FOLLOWING COMMODITIES—1930

1930	
Apples ..	240,244 boxes
Canned Fish ..	1,064,799 cases
Salt and Cured Fish ..	42,916 tons
Flour	1,429,535 barrels
Grain	63,437,312 bushels
Lead	39,898 tons
Logs and Lumber	411,497,784 Bd. Ft.
Zinc	34,133 tons

PASSENGER TRAFFIC—1930

INWARDS		OUTWARDS	
1930		1930	
Deep Sea	13,473	16,645	
Coastwise	489,437	506,696	
Total	502,910	523,341	

EXPORTS OF WHEAT FROM VANCOUVER

Calendar Year 1930

	U. K. & Continent	Orient	South America	New Zealand	Total Bushels
January	4,793,134	372,583	33,367	20,012	5,219,096
Feb'ary	4,410,302	897,822	60,725		5,368,849
March	5,558,459	870,500	97,758	10,000	6,536,717
April	4,335,554	662,867	144,062	20,000	5,162,483
May	3,129,329	525,834	126,117		3,781,280
June	3,399,735	212,067	79,333	5,000	3,696,135
July	2,926,019	67,500	142,386	15,000	3,150,905
August	2,297,621	530,733	79,966	13,333	2,921,653
Sept'ber	3,951,043	1,032,033	201,275	10,000	5,194,351
October	5,649,410	1,459,917	269,700	16,543	7,395,570
Nov'ber	6,232,532	1,779,403	244,835	672	8,257,442
Dec'ber	3,535,485	2,090,056	147,250		5,772,791
Total	50,218,623	10,501,315	1,626,774	110,560	62,457,272

OTHER GRAIN

January	1,243	2,824	4,067
February	862	7,782	8,644
March	2,890	706	3,596
April	588	706	1,294
May	2,000	1,450	3,450
June	3,024	7,764	10,788
July	118	6,794	6,912
August	706	5,648	6,354
September	1,785	19,108	20,893
October	2,218	4,941	7,159
November 94,117	3,689	30,696	128,502
December	4,176	23,910	28,086
<hr/>			
Total 94,117	23,299	112,329	229,745

TOTAL EXPORTS OF ALL GRAIN FROM VANCOUVER—1930

	Bushels
U. K. & Continent	50,312,740
Orient	10,524,614
South America	1,739,103
New Zealand	110,560
Other Countries	750,295
Total	63,437,312

The inland area served by the Port of Vancouver for import traffic is the whole of Canada and the United States and for export traffic as far east as Moose Jaw, Saskatchewan.

FILING MANIFESTS OR REPORTS

A true and correct copy of the ship's manifest and/or inward and/or outward report, must be filed with the Commissioners within twentyfour hours of the arrival or departure respectively of any vessel.

Any alterations or changes in the manifests of reports so filed, must be made within forty eight hours after such documents have been filed with the Commissioners. After the expiration of such time no further alterations or changes shall be allowed to be made in the manifests or reports, but supplementary manifests or reports must be left with the Commissioners giving such subsequent alterations or changes as may be necessary. All documents must be certified and such alterations and changes on the manifests or reports must be initialled by the party making them

Information, tariffs, etcetera, will be gladly furnished on application to the Secretary, Harbour Commissioners, Vancouver, B. C., Canada.





VIEW OF RECLAIMED AREA, JAPAN WHARF AND MIDLAND PACIFIC
ELEVATOR, NORTH VANCOUVER

VANCOUVER HARBOUR COMMISSIONERS, VANCOUVER, B. C.

STATEMENT OF INCOME & EXPENDITURE FOR THE YEAR ENDED 31st DECEMBER, 1930

INCOME ON REVENUE ACCOUNT:

Traffic Department:	
Ballantyne Pier	\$391,921.90
Terminal Railway	201,676.06
	<u>\$ 593,597.96</u>
Elevator No. 3 and Jetty	95,208.90
Granville Island Rentals, etc.	46,123.79
Harbour Dues	137,187.66
Cargo Rates	521,601.28
Water Lot Rentals	34,395.87
Rentals	338,346.36
Miscellaneous Revenue	22,232.47
Interest	36,794.43

Total Income on Revenue Account

\$1,827,493.72

RECEIPTS ON CAPITAL ACCOUNT:

Dominion Government Advances on loan covering which Debentures have been issued to the Government of the Dominion of Canada under "The Vancouver Harbour Advances Act," 1927 and 1929

Advances to be applied for—Debentures to be issued when advances received:

Balance at 31st December, 1929...\$ 10,107.70
Balance at 31st December, 1930 2,823,066.88

Balance to add 2,812,959.18 3,319,959.18

Grand Total Receipts, Year 1930 \$5,147,452.90

BALANCE AT 31st DECEMBER, 1930:

Outstanding Accounts, etc.	\$ 348,532.53
Bank Loan	1,950,000.00
Interest Due on Debentures to 31st December, 1930	455,213.05
Reserve to Date for Depreciations and Renewals	742,364.01
Sinking Fund Reserve at 31st December, 1929	\$1,857,772.87
Add—	
Appropriated for year 1930	100,000.00
Interest from Investments	61,981.55
	<u>\$2,019,754.42</u>

Total Outstanding at 31st December 1930

\$5,515,869.01

Total Outstanding at 31st December, 1929

3,206,365.72

EXPENDITURE ON REVENUE ACCOUNT:

Traffic Department—Operation and maintenance:
Ballantyne Pier \$286,972.54
Terminal Railway 173,371.51

Elevator No. 3 and Jetty \$ 462,344.05
Granville Island — Operation and maintenance 10,068.78
12,298.15

(The above figures do not include interest, sinking fund, or depreciations).

Miscellaneous Expenses, including administration, engineering, advertising, and general harbour expense 244,403.39

Hastings Sawmill Property — Interest on Mortgage notes covering purchase, to date of maturity 71,143.83

Total Operation, Maintenance, etc. \$ 830,258.20

Interest on Debentures not chargeable to construction for the year 1930 900,365.55

Barge Traffic—Cost of maintaining connection with North Shore while 2nd Narrows Bridge closed owing to accidents 26,079.18

Expenditure on Revenue Account \$1,726,702.93

APPROPRIATIONS OUT OF REVENUE AND SURPLUS:

Increase for the Year 1930—
Reserve for Depreciations and Renewals 62,034.97
Sinking Fund Reserve 100,000.00
Sundry Items not specifically chargeable against operations for the year 1930 17,175.08

179,210.05

EXPENDITURE ON CAPITAL ACCOUNT:

Grain Elevator System—
Construction, etc., storage addition \$ 399,983.73
Terminal Railway—
Construction work and equipment 63,701.51
Real Estate—Land purchase, etc. 1,164,804.66
Fish Dock—Construction work, etc. 139,278.42

\$1,767,768.32

First Mortgage Notes—

Net reduction in indebtedness 1,097,625.00

Total Expenditure on Capital Account

\$2,865,393.32

Grand Total Expenditure, Year 1930

\$4,771,306.30

PORT OF VANCOUVER

BALANCE AT 31st DECEMBER, 1930:

Outstanding Accts. Receivable, etc., \$	230,278.70
Advances Due from Ottawa on authorized expenditure to date	2,823,066.88
Burrard Inlet Tunnel & Bridge Co	100,000.00
Operating Assets	381,690.02
Investments	706,900.99
Sinking Fund Assets	1,483,135.88
Cash in Bank and on Hand	22,036.27
Total Balance 31st December, 1930	\$5,747,108.74
Total Balance 31st December, 1929	3,061,458.85
Difference in Balance to Add	2,685,649.89
	\$7,456,956.19
Verified:	
WILSON & WILSON, C. A.,	
Auditors.	

Balance of Outstanding to Add	2,309,503.29
	\$7,456,956.19

Certified: C. L. WHITE,
Comptroller

Certified: W. D. HARVIE,
Secretary.

Vancouver, B. C.
24th February, 1931.

INDEX

	Page
Letter to Minister of Marine re year's work	3
Constitution of Corporation	6
Harbour Limits	6
Organization:—	8
Customs Requirements	10
Marine Surveyors	10
Quarantine	10
Shipping Master	10
Ships' Protection Clubs, Representatives	10
Vessels, procedure on entering harbour	8
Wharfage	8
Wireless Telegraphy	8
Piers and Wharves	12
Drydocks	16
Anchorage	16
Industrial Sites	16
Trackage on Piers	17
Grain Elevators, capacity etc.	17
Cargo handling, methods, etc.	18
Grain handling, storing, etc.	18
Charges for Harbour Service and Port Facilities:—	
Ballast	19
Berthage	18
Bill of Health (Canadian)	20
Fuel	19
Fumigation	19
Gear hire	19
Light	19
Lines, handling	18
Longshore, regulations	20
Pilotage	18
Port Warden's Inspection	19
Sick Mariners' Fees	19
Specimen charges 200,000 bu. grain ..	20
Stevedoring and regulations	20
Tonnage, computation, rates, etc.	19
Towage	18
Water	19
Harbour Dues	20
Cargo Rates	20
Communications	23
Distance Table—between Vancouver and ports of call ..	25
Tonnage of Imports and Exports 1924-30 ..	27
Number of Vessels and Registered Tonnage 1924-30 ..	27
Export-list chief Commodities 1930 ..	27
Passenger Traffic 1930	27
Exports wheat, exports other grain 1930 ..	28
Manifests	28
Statement Income and Expenditure, 1930 ..	30

A1
ES 192
A 56

Geography
Publications

Port of Vancouver

British Columbia



1931

PORT *of* VANCOUVER

British Columbia



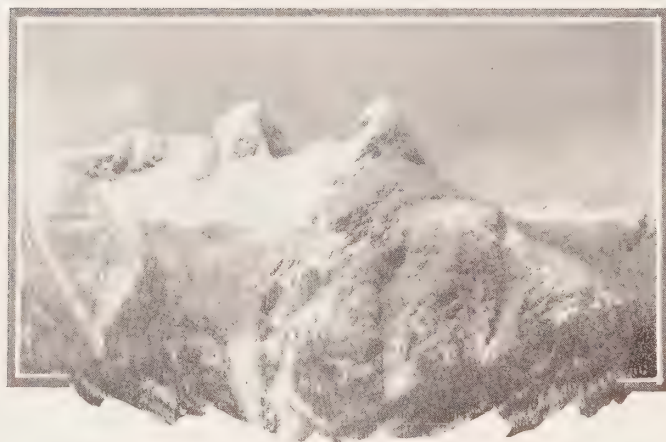
1931

PERSONNEL *of* HARBOUR COMMISSION

PRESIDENT
S. McCLAY

COMMISSIONERS
J. B. THOMSON and R. D. WILLIAMS

"THE LIONS"



GUARDING THE EVER PLACID WATERS OF
THE HARBOUR

16-9-93

SECRETARY
W. D. HARVIE



PROSPECT POINT SIGNAL STATION AT ENTRANCE TO INNER HARBOUR

PORT OF VANCOUVER

BRITISH COLUMBIA

Review and Prospect

The Port of Vancouver, B. C., had its origin as a lumber port, dating as far back as 1885 so far as this class of business is concerned, but its entry on the remarkable path of progress that has led it to its present place of importance, connected by steamship lines with about forty-five countries in every different part of the world dates from the completion by the Canadian Pacific Railway Company of the first All-Canadian Transcontinental Railway from the Atlantic to the Pacific in May, 1887. Although there were not a few who held the opinion at the time of its being constructed that this railway was at least a very doubtful enterprise, it was to be followed at a later date by another, now known as the Canadian National. Whatever justification there may have been for criticism of duplication of the lines at places where this might possibly have been avoided, the fact remains that these railways with their branch lines have opened up a tremendous country for settlement, the products of which, including the best grain grown, live stock, meat, poultry, dairy produce, fruit, etcetera, are distributed among many lands.

In addition to the Canadian Transcontinentals, the port is served by the Great Northern Railway of the United States, and the Pacific Great Eastern Railway which operates to interior points in British Columbia.

In estimating the significance of the events leading to the development of the port and strengthening its strategic position in relation to the trade routes of the seas, it is almost impossible to exaggerate the benefits accruing from the opening of the Panama Canal. By this great achievement the distance to London was reduced to 8,859 nautical miles, the distance to Liverpool was reduced to 8,547 miles, while similar reductions were effected to many other prominent world ports.

Considering its communications by rail and sea along with its strategic situation and the tremendous extent and producing power of its hinterland, its almost unlimited stretches of rich wheat lands and cattle ranges, its fertile valleys, its waters abounding in fish of the best commercial varieties, its forests of fine timber for many purposes, its rich mineral deposits, its abundance of fresh water, inexhaustible water power for the production of electrical energy, its temperate climate, its calm waters open the year round, and all the transportation and other advantages behind it, only a person of limited vision could, despite the present financial depression through which the world is passing, see anything but a great destiny for the Port of Vancouver, B. C.

Throughout the year 1931, the business of the port, compared with the experiences of other ports, was maintained to an encouraging degree.

Grain

The largest movement in any calendar year in the history of the port was in 1928, the bumper year, when 97,561,716 bushels were exported. The next largest movement was in 1929, namely, 73,984,114 bushels, and this figure was closely approximated in 1931, with 70,841,445 bushels, being about seven and a half million bushels in excess of the previous year, 1930.

30,000,000 bushels went to the United Kingdom, 13,000,000 to the Orient, 9,000,000 to France, 5,000,000 to Belgium, while the balance was distributed among fifteen other countries, with Holland and Germany as the largest participators.

Fish

(Fresh, salt and cured) was ahead of 1930 by 15,160 tons, the comparative figures being 42,916 tons in 1930, as against 58,076 tons in 1931.

Lumber

Exports of lumber, logs, poles, piles and lath totalled 277,173,726 F.B.M. but here again it should be noted that exports of lumber from all British Columbia ports in 1931 amounted to 566,129,250 F.B.M. while exports of logs from all British Columbia ports amounted to 218,071,030 F.B.M. in 1931.

Flour

1,058,325 barrels of flour were exported to twenty-five countries, the largest quantities going to China, the United Kingdom and Japan.



ELEVATOR No. 1. CAPACITY 1,250,000 BUSHELS.
VANCOUVER TERMINAL CO'S ELEVATOR, CAPACITY 4,870,000 BUSHELS

Pulp and Paper

In the volume of these commodities there was an increase over the previous years, but it should be understood that in addition to the quantities of these commodities passing through this port large consignments are shipped direct from the manufacturing plants on the coast adjacent to Vancouver. The combined quantity of pulp and paper shipped out of Vancouver in 1931, for instance, was 41,473 tons, while the total, including direct shipments from the British Columbia mills, was 290,860 tons.

Lead and Zinc

11,500 tons of lead and 13,000 tons of zinc were exported to the United Kingdom, while the next largest consumer was Japan with 9,000 tons of lead and 6,000 tons of zinc. The total export of these two metals was 61,734 tons.

Canned Fish

Salmon (including about 10,000 cases of pilchards) was exported to the extent of 937,620 cases. Of this total over 413,000 cases went to the United

Kingdom, 135,000 cases to Australia, 99,000 cases to France, 97,000 cases to Eastern Canada, the balance being distributed among thirty-three different countries.

Foreign Imports and Exports

The total imports were somewhat less than in 1930 but this was satisfactorily offset by an increase of foreign exports in 1931, the comparative figures being 2,862,889 tons in 1930 and 2,932,203 tons in 1931.

Car Ferry

In order to meet the situation created by an accident which put out of commission the Second Narrows Bridge which connected the south with the north shore of the harbour at a narrow neck of water separating the main portion of the harbour from the upper reaches and the North Arm of Burrard Inlet, the Commissioners made arrangements to institute a car ferry service to take railway cars to and from the north shore industries.

Two slips were constructed, one on the south shore at the foot of Dunlevy Avenue and one at St. George's Avenue, North Vancouver. A car ferry was acquired with a capacity of eleven cars and the tug "Point Grey" was leased from the Department of Public Works to supply the necessary power.

An excellent service has been maintained by this means and from the date the barge was put into commission until 31st December, 1931, 10,198 cars have been safely handled across the inlet.

Terminal Railway

In order to provide a much needed extension to the Ballantyne Pier storage yard 58,000 cubic yards of sand, dredged from the mouth of the Fraser River was distributed by suction dredge on the Hastings Mill property, contiguous to the pier, and the yard tracks were extended in a westerly direction to provide storage for an additional 105 cars, while a two-car track connection to the car ferry slip at the foot of Dunlevy Avenue was also put in. Those additional

facilities will speed up switching operations and will more particularly expedite the grain movement. A 79-ton Davenport locomotive was purchased for use on the north shore and a number of minor improvements and betterments were carried out, including an engine house on the north shore and construction of industrial spurs.

Granville Island

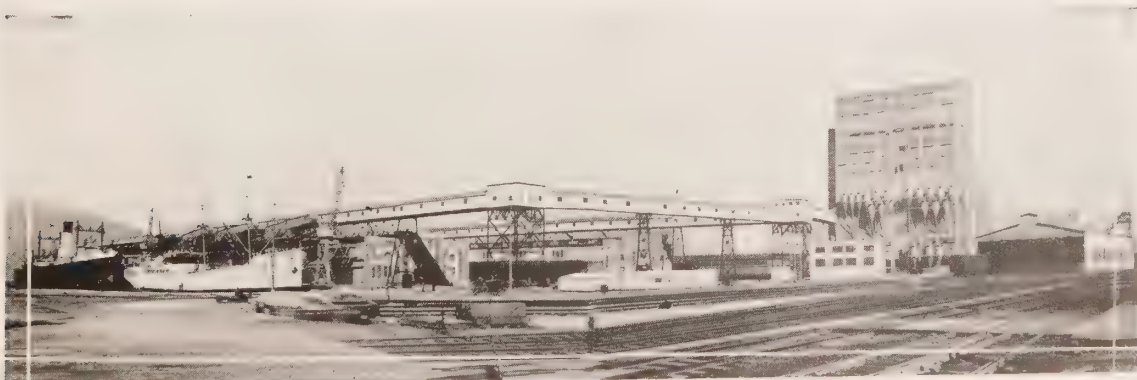
The approach to this reclaimed area in False Creek which provides accommodation for about forty industries, was renewed to provide an additional factor of safety in view of the increased tonnage of automobile and railway traffic going to and from the Island in recent years.

Fish Dock

This very modern dock and market were completed and fully leased to firms engaged in wholesaling and exporting fresh and cured fish, the cold storage facilities and ice plant being put into operation contemporaneously with the dock in May last. Since then, in addition to the smoke house originally constructed, two individual smoke houses have been provided at the request of tenants and a sharp-freezing room and store and lunch room have been erected.

Fire Boat

The need of a fire boat for use in the event of outbreaks of fire on the waterfront has been keenly appreciated for a number of years, more particularly on account of the fact that many of the wharves and waterfront buildings in the harbour are of timber construction. For various reasons, chief among them being the question as to whose responsibility it was to provide, maintain and operate such a facility, that portion of the harbour in which are located the principal wharves, warehouses, grain elevators, dry dock and ship repairing plants, was left without any means of attacking fires from the water, involving risks which were impressively demonstrated by two comparatively recent fires which resulted in the al-



No. 2 ELEVATOR, CAPACITY 1,625,000 BUSHELS



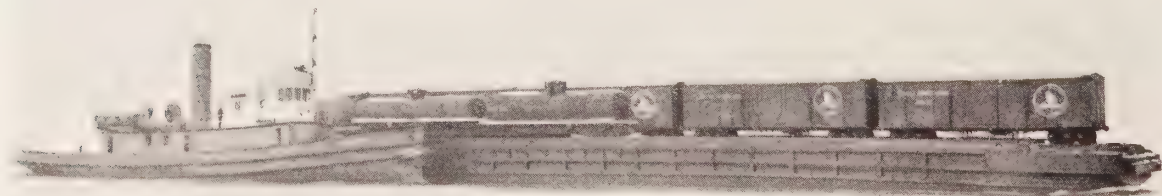
CAR FERRY LOADING AT VANCOUVER FOR NORTH SHORE

most complete destruction of the passenger and freight wharf of the Union Steamship Company of B. C. Ltd., and the total destruction of the passenger and freight wharf of the Canadian National Steamships and the approaches thereto. In both of these cases the men of the City Fire Department rendered magnificent service but were seriously hampered in their operations—as they would be still more seriously hampered in case of fire at other locations along the waterfront—by the absence of co-operation of attack from the water side. So far as is known both of these fires originated at the outer ends of the wharves and had an efficient fire boat been on hand it is a safe assumption that, by throwing a curtain of water across the wharves, the spread of the fire could have been checked and the resultant damage minimized.

Realizing the paramount importance, apart from all relative considerations, of improving the protection of waterfront operators against damage by fire with consequent dislocation of business, the Commissioners decided to take action and at the close of 1930 acquired the steel steam screw vessel "Orion"

for conversion into a fire boat. The vessel is 94.1 feet long, with a beam of 17.4 feet and a depth of 10.6 feet, and is a fine lined vessel designed for quick manœuvring.

The conversion of the vessel was placed in the hands of a highly qualified Consulting Marine Engineer, under whose direction all necessary alterations and the installation of equipment were carried out. The equipment includes two steam Merryweather Greenwich type pumps, operated by steam from main boiler of vessel. These pumps have a capacity of 1,000 imperial gallons each per minute, at a pressure of 90 lbs., which deliver into one monitor forward and one aft on the deck of the vessel, each monitor being provided with four 3-inch hose connections. One of these pumps has been fitted as a salvage pump which can remove 600 tons of water per hour from the hold of a vessel, and there is also a steam fire extinguishing connection which may be used in case of fire on vessels where it is desirable to avoid flooding the holds with water and which is also effective in the case of fire originating in the coal bunkers of a vessel.



CAR FERRY EN ROUTE TO NORTH VANCOUVER



FIREBOAT ORION IN ACTION

In addition to the Merryweather pumps there are two 6-cylinder 300 B.H.P. gasoline engine driven two-stage centrifugal pumps each having a capacity of 2,500 imperial gallons, at a pressure of 120 lbs. when working separately, and a capacity of 2,500 imperial gallons at a pressure of 200 lbs. when working in series and delivering through one monitor. The vessel has a fire fighting capacity of 7,000 imperial gallons per minute, can attain a speed of over 12 miles per hour and her fuelling arrangements are such as to enable her to remain in operation at a fire with all pumps running continuously for two full days. Under tests the vessel has proved efficient and up to expectations in every way.

On a recent demonstration given for the British Columbia Insurance Underwriters' Association, streams of water were thrown clear over the roof of one of the grain elevators in the harbour having an elevation of about 175 feet above the deck level of the vessel, while other streams were being directed at the same time to the conveyor system.

Everything in connection with the conversion of the vessel is of Canadian manufacture, and it is of particular interest that the entire gasoline pumping equipment was built in Vancouver, B. C.

The vessel is held in readiness for immediate action, night or day.

Accommodation was provided for the fire boat at the foot of Dunlevy Avenue in the form of a 200-foot ramp and float. This will also give berthing space to the M.V. Fispa and other two harbour vessels. An existing building adjoining the float was remodelled to provide quarters for the fire boat crew and the very central location of the float and quarters insures prompt service at any of the piers or wharves in the busiest part of the waterfront.

Shipping Features

With the arrival here of the steamer "Hikawa Maru" on June 6th, 1930, the Nippon Yusen Kaisha Company inaugurated its new Trans-Pacific Service to the Pacific Coast, making Vancouver its first and last port of call. The "Hikawa Maru" is one of three new motorships, twin screw, speed 18 knots, length over-all 536 feet, gross tonnage 11,600 and displacement tonnage 20,500. These vessels now discharge all silk for United States at this port.

The Canadian Pacific Steamships in December, 1930, inaugurated a passenger service to Honolulu from Vancouver with their "Empress" liners. This new service has made a considerable increase in passenger travel to Hawaii.

It is understood to be the intention of the Canadian Pacific Steamships to inaugurate the Honolulu call on their eastbound passage to Vancouver early this year.

The passenger business by steamer through the Panama Canal during 1931 showed a decided improvement over previous years. This business is increasing steadily and the voyage particularly appeals to those requiring relaxation and who can spare the time to make the trip. As far as the accommodation is concerned the steamers compare very favourably with those operating out of Atlantic Ports to European Ports.

There have been a number of shipments of pedigree live stock through the port to the Orient. This live stock has been shipped over in order to improve the strain of live stock in the Orient. Every care was used to pick out animals which would pass every Government test. The "Tyndareus" left Vancouver in November last with over 100 head of such Canadian cattle on board, and all arrived at Hong Kong, their destination, in good condition, and several other shipments have followed with equally satisfactory results.

A new business which developed in 1931 was the shipment of bunches of bananas in chilled storage on vessels from Central America. These bananas have been arriving here in very fine condition, and are unloaded by special equipment. This service has been entirely satisfactory and, by the use of refrigerated storage, other lines of fruit, including oranges and grapefruit, are now being brought to British Columbia from the British West Indies and Australia in increasing quantities.

Fresh Fruit

The Commissioners have given considerable study to the possibilities of increasing the export business in fruit and with this end in view they have had several conferences with the fruit growers in the Okanagan Valley. Among the topics discussed was included the benefits to be derived from the establishment of cool-room facilities at the port for the storage of fresh fruits. In estimating the resultant advantages that might be enjoyed, however, many features have to be taken into careful consideration before deciding on a course of action.

The Okanagan apple and other fruits have been received with acceptance in many countries and it seems a reasonable expectation that, by certain adjustments, a very much larger volume of this delicious fruit should find its way through what may be considered a natural outlet by sea for the fruits grown in the British Columbia valleys.

"IN TEN YEARS"



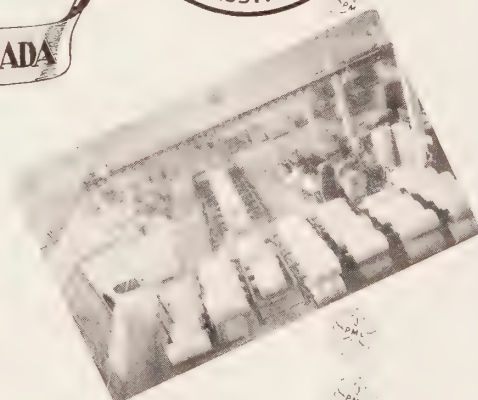
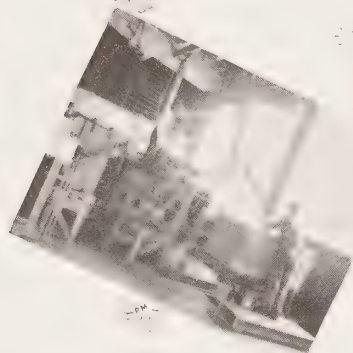
"C.P.R. "EMPRESS OF JAPAN" — 5,940 TONS, 1891 TO 1922

Average speed 15 knots. Made 158 round voyages between Vancouver and the Orient, covering 2,235,368 miles.



"EMPRESS OF JAPAN" — 1930, 26,032 TONS

Average speed, 22 knots.



*By Courtesy of Pacific Mills Ltd.,
Located on Commissioners' Property.*

A NEW MANUFACTURE FOR VANCOUVER

One of its operations is shown above, namely, the manufacture of paper and labels for use by Australian and New Zealand exporters.

Lapointe Pier.

Consistent with their policy of operating their own facilities as far as possible the Commissioners took over this pier on 1st October 1931. Prior to this date it had been operated under lease, the latest lessee being the Alberta Pacific Pier Corporation, which operated the pier in conjunction with its grain elevator facilities.

This pier, which is a substantial structure, has at present berthing space for only two ocean-going vessels. It is therefore proposed to extend it 300 feet and thereby render it capable of providing ample accommodation for four vessels. Filling is now proceeding and construction of the superstructure will be undertaken as soon as plans are approved by the Government.



OKANAGAN APPLES BEING UNLOADED AT
SOUTHAMPTON, ENGLAND

British Columbia apples and other fruits are enjoyed
in all countries where quality counts.

✱

Though they do not come within the scope of the Commissioners' responsibilities, there are two matters of sufficient general interest to deserve notice herein.
C. P. R. Tunnel.

The Canadian Pacific Railway Company on 1st January, 1931, commenced the construction of a tunnel to connect the Company's railway yards in False Creek with their main line on Burrard Inlet. The length of the tunnel will be 4,600 feet and it is anticipated that the construction will be completed in June, 1932. In the past the extensive railway traffic between these points has been handled by surface tracks through the city with level crossings over several streets, including Hastings Street, the prin-

cipal east and west automobile and street car artery and inevitably street traffic has been subjected to periodical tie-ups with consequent temporary congestion.

In a city with a population of 300,000 the relief to traffic which will be experienced when this tunnel is opened can easily be appreciated and the facility will also improve the railway company's switching service.

Airport.

Vancouver Airport and Seaplane Harbour situated on the Fraser River, only a few minutes motor ride from the centre of the City of Vancouver, was officially opened on 22nd July, 1931. It is owned and operated by the City. Features of the present layout include a handsome administration building, reinforced concrete hangars for land and sea planes and paved runways. The administration building has a

spacious waiting room, customs and clearing offices, dining room, lunch room and every comfort and convenience for travellers. The hangars have each a capacity of from 28 to 30 small planes and from 14 to 18 large planes. The site comprises 470 acres of flat land and plans for future improvements and extensions are so designed that, on the ultimate completion of the scheme, this airport not only from the point of view of efficiency, but also in the matters of artistic and scenic effect will be unsurpassed.



LAPOINTE PIER & NO. 1 GRAIN JETTY—LOADING LOGS AND GRAIN.



BALLANTYNE PIER

An event of interest to the Dominion, and of personal as well as business interest to Vancouver, the home town of the Honourable H. H. Stevens, Minister of Trade and Commerce, was his visit to Honolulu where he arrived on Christmas Day, 1931, to meet the Honourable William Downie Stewart, Minister of Customs for New Zealand, with a view to arranging a reciprocal trade agreement between Canada and her sister Dominion.



HON. H. H. STEVENS
Minister of Trade and Commerce

Notable among the commodities of interest in an exchange of trade between the two Dominions are wool, meat, butter, newsprint, automobiles and lumber, and considering the respective requirements of the two Dominions, it is confidently expected that the negotiations carried on by the Honourable Mr. Stevens with the Honourable Mr. Stewart of New Zealand will result in the diversion of a large amount of traffic to inter-Dominion channels.

RETIREMENT OF MR. ALEXANDER JOHNSTON

The decision of Mr. Alexander Johnston to relinquish the duties of Deputy Minister of Marine at the end of 1931 was a matter of genuine regret to the Harbour Commissioners. The benefits of his wise counsel, sound judgment and long and wide experience in marine and harbour affairs were always freely extended, while his appreciation of the potentialities and importance of this port in its relation to the Dominion and the Empire was made manifest by his sympathetic interest in all plans and projects for the development and equipment of the port commensurate with its progress towards its destined place of prominence among the seaports of the world.

It is the prayer of the Commissioners that although Mr. Johnston has severed his official connection with the Government as Deputy Minister of Marine he may enjoy many years of health wherein to continue in other ways the exercise of his great ability and unique experience.



ALEXANDER JOHNSTON

To HON. ALFRED DURANLEAU, K.C., Minister of Marine and Fisheries

The Harbour Commissioners express their appreciation of the interest in their affairs shown by yourself, your deputies, your Chief Engineer and the Inspector of Harbour Commissions for the Dominion. The consideration extended by you and your department greatly encouraged the Commissioners in their plans and efforts to carry on the needful developments at this port in a year fraught with difficulties, shared by you in great measure, and they extend to you their hearty thanks.



HON ALFRED DURANLEAU, K.C.



POINT ATKINSON LIGHT

Flashing assurance and welcome a distance of sixteen miles to mariners inward bound for the Port of Vancouver.

Constitution of Vancouver Harbour Commission

THE Corporation of the Harbour Commissioners of Vancouver was created by an Act of the Parliament of Canada in May, 1913.

The Corporation shall consist of three commissioners appointed by the Governor in Council upon the recommendation of the Minister of Marine, and they shall hold office during pleasure.

The Governor in Council may, from time to time, appoint one of the said commissioners as president of the Corporation.

The Corporation may appoint such officers, engineers, clerks and servants as is deemed necessary to carry out the objects and provisions of this Act.

The Corporation shall, for the purposes of and as provided in this Act, have jurisdiction within the limits of the harbour.

The Corporation may make by-laws for the following purposes:—

The direction, conduct and government of the Corporation and of its property, real and personal;

To regulate and control navigation and all works or operations within the harbour and to appoint constables and other officers to enforce the same or to enforce the provisions of any statute or marine regulation.

The restriction of the use of such portion of the harbour as the Corporation deems expedient to vessels of deep draft, and to establish fair-ways and special anchorages which shall be recognized and noted on Admiralty charts and office plans for the harbour for the information of mariners, including fair-ways or prohibited anchorages, anchorage for explosives and quarantine anchorage when and so soon as the latter shall be established in Vancouver;

The regulation of the construction of docks, piers, quays and buildings within the harbour;

The good government, improvement and regulation of the harbour;

The prevention of injury to and encroachments and encumbrances on channels, harbours and waters generally within the limits of the harbour; the regulation or prohibition of the deposit of ballast; and the removal of material of a nature to cause injury, encroachment or encumbrance;

To regulate the ordering, anchoring, mooring, riding and fastening of vessels and rafts;

The regulation and control of the use of lights and fires;

The regulation and control of the landing and shipping of explosive or inflammable substances and of vessels containing the same;

The boiling, melting and use of pitch, tar, turpentine, resin or other inflammable substance or substances;

The allotment of berths to vessels or to any regular line of vessels, either on each trip or for the whole business season;

The allotment, letting or leasing of any lot, space or portion of wharves, piers or vacant ground under its control within the harbour;

The regulation of the powers of the officers of the Corporation in respect of enforcement of their lawful directions and orders, and in respect of any force, aid or assistance required by them for that purpose;

The regulation of all machinery and appliances used in loading or unloading vessels;

The regulation of railway and other traffic on the quays and wharves of the Corporation in the harbour, and the prevention and removal of obstructions, impediments or hindrances to traffic;

The enforcement of arrangements made or to be made under the powers given by this Act with railway companies having connection with the harbour;

The expropriation and acquisition of such real property as the Corporation deems necessary for the construction of wet and dry docks, warehouses, elevators and railways, or otherwise for the general purposes of the Corporation;

The matters of order and regularity and the prevention of theft and depredation;

The fixing of rates upon all goods landed or shipped in the harbour, moved by rail on the harbour tracks or deposited within the harbour, except arms, ammunition and military accoutrements and other munitions of war for the use of the Government or for the defence of Canada;

The imposition of tolls, rates, fees and dues on vessels entering, or lying within the harbour; other than pilotage dues, sick mariners' dues and steamboat inspection fees;

The collection of all rates and penalties imposed by this Act or by any by-law made under the authority of this Act, and may, for such purpose, include in any such by-law regulations requiring the collector of customs or other proper officer to refuse clearances to vessels;

The imposition of penalties upon persons infringing any by-law which the Corporation is hereby authorized to make, but such penalty shall not exceed five hundred dollars or sixty days' imprisonment; and, in default of payment of such pecuniary penalty and of the costs of conviction, a period of imprisonment with hard labour, to be fixed by by-law but not to exceed thirty days, nor to continue after such payment is made.

Financing Works.

From time to time Acts are passed by the Dominion Government and under such Acts the Governor in Council may from time to time advance and pay to the Corporation such sums of money as may be required to enable the Corporation to carry on the construction of works to provide such terminal facilities as are deemed necessary for the proper development and equipment of the harbour.

No construction of any works shall be begun and no advances shall be made under this Act until the necessary plans, specifications and estimates in detail to govern the construction of such works have been submitted to and approved by the Governor in Council.

Harbour Limits.

The harbour includes Burrard Inlet, with the North Arm and Port Moody, False Creek and English Bay and all other tidal waters lying east of a line drawn from the Point Atkinson Lighthouse southerly to the most westerly point of Point Grey.

Signal Station.

The Signal Station at Prospect Point, is in charge of signalmen of ex-Naval signal ratings. Their duty is to note and report to the Harbour Master's office every vessel that passes in or out, to keep watch for signals from incoming vessels and to convey to such vessels signals transmitted to the Station over the telephone by ship's agents or others.

Any accident or incident requiring prompt attention is reported direct by the Station to the Harbour Master.

Wireless.

There is a Government Radio Station Telegraphic, situated at Point Grey for receiving and transmitting messages, call sign V A I, also the Merchants' Exchange for Commercial messages, call sign V A B.

Vessels Entering the Harbour.

Vessels arriving in the Harbour are required to deliver at the Harbour Master's office a true and correct report in writing, signed and certified by the maker thereof, giving name, official number, port of registry, gross and net tonnage, name of the master, and of the owner or agent of said vessel, a manifest of her cargo and number of passengers carried inwards, date and hour of arrival, draft of water and berth occupied.

The master of the vessel is notified usually through the vessel's agent, of the berth assigned to him, except in the case of vessels requiring an anchor berth, in which case permission must be obtained from the Harbour Master, who will indicate the berth to be occupied. Admiralty charts of the harbour show the regular mooring berths in numbered squares.

Vessels may enter the harbour at any hour and at any stage of the tide. The International Rules of the Road are to be observed. The use of tugs for berthing vessels is not compulsory.

Wharfage.

Wharfage charges are charges made on cargo passing over piers or wharves, or transferred between vessels or loaded from water over ship's side while vessel occupies berth at wharf, and exclusive of any sorting, piling, weighing, handling or trucking.

Freight paying inward wharfage shall not be subject to outward wharfage when re-shipped by water from the same wharf.

Shipments loaded or discharged overside of vessel from or to vessel or scow, or taken from or discharged into the water when vessel is lying alongside wharves, are assessed one-half regular wharfage.

On goods for which vessel tariff rates are "Per Article," wharfage charges will be assessed on weight basis, unless specific wharfage charges are provided.

Ship's stores over wharf, and fuel over ship's side for vessel loading or unloading cargo at wharf shall not be subject to wharfage charges when wharf is not called on to furnish any service.

Repair material, lining, fuel oil, coal or ballast handled over wharf are subject to regular wharfage charges. No charge will be made for lining material when taken overside from scow.

In every case the wharfage charge is paid by the shipper or consignee and is not absorbed by the steamship lines so far as local traffic is concerned, except that in some cases, on coastwise traffic, the freight rate includes wharfage, which is by arrangement between shippers and the steamship company.

On competitive "in transit" traffic through the Port the assessment of wharfage is made on shipments to or from the United Kingdom or Inter-coastal, but on import and export traffic originating at or destined to Asia, Australia, Central America, Hawaiian Islands, Mexico, New Zealand, Oceania, Philippine Islands or South America, the wharfage is absorbed by the steamer and/or rail line.

Customs Requirements.

Immediately upon arrival a ship has to be "entered" at the Customs, and the following documents are required:—

Ship's certificate of Registry, or other papers relative to country or ownership.

Clearance from last port.

Bills of Health.

Pratique certificate, if on other than a coasting voyage.

Immigration clearance.

Manifests, in duplicate, on form required by Customs, to be stamped at the office of the

Harbour Commissioners in the Customs building before being presented at the Customs. If goods are found on vessel not shown on manifest, a supplementary manifest, in triplicate, is to be filed, duly stamped by the Harbour Commissioners.

There is no fee for entering and clearing a vessel except on Sundays and holidays when a fee of \$1.50 is charged.

List of ship's stores, certified by master.

Manifests must show effects of officers, members of crew and passengers, other than personal effects or wearing apparel.

No fees are assessed by the Department of Customs for assistance of officers on any working day from 8:00 a.m. to 5:00 p.m. Overtime is assessed against party requesting assistance of such officers on any day after 5:00 p.m. or on statutory holidays or Sundays.

Sick mariners' dues are paid on entry to the Collector of Customs.

Shipping Master.

On clearing a vessel the ship's articles of agreement must be produced for endorsement by the Shipping Master. Vessels when entering, of other than British, Norwegian, Swedish, Danish, French or United States registry, must produce their Articles at time of entry.

Quarantine.

Vessels coming in from the Orient direct to Vancouver must obtain pratique from William Head, but in the case of vessels coming from the Orient going to Puget Sound, pratique is obtained from Port Townsend and such vessels may come direct to Vancouver where the American pratique certificate will apply and be accepted.

All deepsea ships from foreign ports must obtain pratique from William Head with the exception of vessels as stated above. There is no charge made for this service at William Head.

Charges for Harbour Service and Port Facilities

Note: While every effort has been made to make the charges mentioned in this publication correct, any and all of them are subject to change.

Pilotage—Not compulsory—Present ruling rates:

Sea to Vancouver—1c per nett reg. ton and \$2 per ft. draft.

Vancouver to sea—1c per nett. reg. ton and \$2 per ft. draft.

Vancouver via Nanaimo or Union Bay to sea or vice versa—1c per nett. reg. ton and \$1 per ft. draft to Gulf of Georgia; 1c per nett. reg. ton and \$1 per ft. draft into coaling port; 1c per nett. reg. ton and \$2 per ft. draft coaling port to sea.

Shifting in Harbour—each shift—\$10.00.

Through Second Narrows..... \$15.00

Towage—No tariff—Small tugs \$25.00 approximately.
Large tugs \$50.00 to \$75.00 appr.

N.B.—Tugs are seldom used, as wharves afford good berthing conditions and are easily approached.

Berthage—Vessels, hulks, scows or tugs making use of wharf, but not loading or discharging freight, charged at the following rates for each 24 hours or portion thereof:

Vessels, etc., 100 ft. in length or under.....	\$1.50
" " 101 " " " to 150 ft. in length	5.00
" " 151 " " " 250 " "	\$15.00
" " 251 " " " 350 " "	25.00
" " over 351 feet in length.....	50.00

Handling Lines—On ships handling general cargo no charge is made between 8 a.m. and 5 p.m. (exclusive of holidays). Between 5 p.m. and 8 a.m. \$1.20 a man per hour for tying up and letting go. Ship pays minimum of 2 hours.

A charge is made at elevators and wharves for handling ship's lines when ships are loading bulk grain only. **These charges are as follows:**

From 7 a.m. to 8 a.m.—

\$7.20 for taking lines, \$4.80 letting go.

From 8 a.m. to 12 noon—

\$3.60 for taking lines, \$2.40 letting go

From 12 noon to 1 p.m.—

\$7.20 for taking lines, \$4.80 letting go

From 1 p.m. to 5 p.m.—

\$3.60 for taking lines, \$2.40 letting go

From 5 p.m. to 6 p.m.—

\$7.20 for taking lines, \$4.80 letting go

From 6 p.m. to 7 a.m.—

\$10.80 for taking lines, \$7.20 letting go

These flat charges will apply at Elevator terminals only, and where any general or overside cargo is loaded at the wharf the charge for taking and letting go lines will be absorbed by the Elevator or Wharf Company during the regular hours, that is 8 a.m. to 5 p.m., except noon meal hour.

It is understood and agreed that the vessel has the privilege, if so desired, to take and let go its own lines at elevator terminals.

It is also understood that these charges do not affect any existing contracts any Steamship line may have with any Wharf.

The above rates are under revision with a view to simplifying overtime charges.

Gear Hire —Cranes ..	\$2.50	per hour	each
Jitneys	2.50	"	"
Dollies .....	.75	"	"
Hand Trucks .....	.25	"	"

Fuel—Coal at Nanaimo and/or Union Bay is \$5.50 per long ton f.o.b. and \$5.75 when trimmed in bunkers.

Fuel oil per barrel of 35 Imperial Gallons is:
 Deep sea \$1.15.
 Coastwise \$1.32½.

NOTE: There may be some fluctuation in prices, based on the requirements of the Steamship Lines. Most of the Steamship Lines have contracts with the suppliers.

Light—7c per kilowatt hour.

Water —Alongside Pier per 1,000 gallons.....	\$.45
In stream—minimum 25 tons	25.00
30 "	30.00
40 "	35.00
50 "	40.00
60 "	45.00
70 "	50.00
100 "	70.00

Ballast—Ballast is not used at this Port except in cases where the steamer fills her deep tanks with water to give her stability.

No difference is made in this Port so far as charging for berthing and shed accommodation is concerned between regular liners and tramp steamers.

Sick Mariners' Fees—

2c per nett, registered ton (payable at Customs) first three trips each calendar year at any Canadian port.

Canadian Bill of Health \$1.00.

Fumigation—

Vessels trading with Orient—once every 6 months.
 Vessels trading with United Kingdom or Northern European ports — once every twelve months.

Both Sulphur process and Cyanide process (former seldom now used).

Port Warden's Inspection—Varies according to cargo.

Inward: Survey of hatches and cargo, including survey of cargo on decks and certificates.

When cargo does not exceed 1,000 tons.....	\$ 8.00
1,001 tons, but not exceeding 2,500 tons.....	16.00
2,501 tons, but not exceeding 3,500 tons.....	24.00
3,501 tons and over	30.00
Survey of hatches only and certificate.....	8.00

(Tonnage computed on basis of vessel's revenue tons).

Lumber, Outward—For survey of full cargoes or part cargoes of lumber only below and on deck, including inspection of vessel's holds before loading and certificate—

500,000 ft. B.M. and less	\$ 8.00
500,001 " not exceeding 1,500,000' B.M.....	15.00
1,500,001 " not exceeding 2,000,000' B.M.....	20.00
2,000,001 " not exceeding 3,000,000' B.M.....	25.00
3,000,001 " and over	30.00

NOTE: All vessels carrying wheat require the Port Warden's certificate. In many cases owners and charterers require a certificate of seaworthiness from

the San Francisco Board of Marine Underwriters whose charges approximate those of Port Warden. Sometimes a certificate of both authorities is taken.

Grain—For inspection of vessel's holds and grain fittings, superintendence and survey of vessels loading full or part cargoes of grain only, including certificates:

1,000 tons or less	\$10.00
1,001 tons but not exceeding 2,000 tons.....	20.00
2,001 tons but not exceeding 3,000 tons.....	30.00
3,001 tons but not exceeding 5,000 tons.....	40.00
5,001 tons and over	50.00

NOTE: 1—Ton of 2,240 lbs.

2—Where a vessel loads in excess of 5,000 tons grain and completes balance of cargo with lumber, the fee to be \$50.00 for complete survey and certificate.

General—For the survey of general cargoes, including parcels of grain and lumber and inspection of vessel's holds before loading, and certificates:

500 tons and less	\$ 8.00
501 tons but not exceeding 1,500 tons.....	13.00
1,500 tons but not exceeding 2,500 tons.....	18.00
2,501 tons but not exceeding 3,500 tons.....	23.00
3,500 tons but not exceeding 4,500 tons.....	28.00
4,500 tons and over	30.00

Where vessel carries 5,000 tons of grain or over, in addition to lumber and general cargo, an additional fee of \$10.00 may be charged.

Tonnage—Tonnage will be computed on the following basis:—

General Cargo—On basis of vessel's revenue tons.

Grain—On a basis of 2,240 pounds per ton.

Lumber and Logs—With general cargo, on a basis of one and one-half (1½) tons to 1,000 feet Board Measure.

Revenue Tons—i.e. Weight and/or Measurement.

Agency Fee: Charges for agency fee vary considerably. In some cases the ship's agent only receives a flat amount of so much per ship, usually from \$50.00 upwards, depending on the amount of work involved.

Other agents receive their entire remuneration from a commission paid from the inward cargo landed and the outward cargo loaded, the basis usually being about 2% of gross revenue of Bill of Lading freight charges.

Stevedoring: Stevedoring in Vancouver is handled entirely under private contract between the ship's agents and the stevedores. The average charge is 65c per ton on general cargo N. O. S. The quotations on the loading of lumber, wheat and logs are all done by special contract with the stevedores, and these rates fluctuate considerably, due to type of vessel.

Harbour Dues: 3c nett registered ton (payable first five trips each calendar year to the Harbour Commissioners).

Cargo Rates: The Harbour Commissioners assess on cargo a charge known as Cargo Rates, published by the Harbour Commissioners in printed tariff. These rates are assessable against the cargo and collected from consignees and shippers except in the case of overland cargo in competition with Atlantic ports, i.e., cargo destined to or originating at points east of the Manitoba-Saskatchewan boundary, on which the cargo rate is five cents per ton and is absorbed by the vessel. On cargo moving by vessel through the Port of Vancouver, when it is necessary for the vessel to absorb cargo rates assessable on any one voyage, then the vessel shall not be called upon to pay the amount of such cargo rates in addition to the amount payable for Harbour dues, but only the total of such cargo rates or such Harbour dues (whichever may be the greater) in respect of that particular voyage.

(1) On cargo originating at or destined to points in Canada east of the eastern boundary line of the Province of Saskatchewan.

(2) On cargo originating at or destined to points in the United States of America moving in transit through the Port of Vancouver.

NOTE: a true and correct copy of ship's manifest and/or inward and/or outward report, must be filed with the Commissioners within twenty-four hours of the arrival or departure respectively of any vessel.

Any alterations or changes in the manifests or reports so filed must be made within forty-eight hours after such documents have been filed with the Commissioners. After the expiration of such time no further alterations or changes shall be allowed to be made in the manifests or reports, but supplementary manifests or reports must be left with the Commissioners giving such subsequent alterations or changes as may be necessary. All documents must be certified and such alterations and changes on the manifests or reports must be initialled by the party making them.

STEVEDORE AND LONGSHORE REGULATIONS AND WAGE RATES

In November, 1930, the Shipping Federation signed a three years' agreement with the Vancouver and District Waterfront Workers' Association, a longshoreman's union which is affiliated with the "All-Canadian Congress of Labour." This agreement guarantees the Union which consists of approximately 650 men, not less than 60% of all ship work and dock work and 100% of grain trimming and sacking, with restrictions as to the efficiency of the labour

which the Union provides. Grain trimming and sacking is mostly done through a grain trimmers' auxiliary of the above Union, the men being signed on for each successive grain trimming season only.

In addition to the Vancouver and District Waterfront Workers' Association, there are approximately 250 additional longshoremen, 170 of them being members of the Independent Lumber Handlers' Association and 80 ex-members of the International Longshoreman's Association.

The hours of labour, wages and working conditions are stipulated in and agreed to under a printed agreement known as the "Rules, Working Conditions and Wage Schedule" January, 1931.

There are no stipulated hours of labor except minimum and maximum working time, the former calling for not less than two hours for any work done in any one day, the latter restricting work to ten hours in the Port of Vancouver where transportation is not provided and other suitable men are available, twelve hours where men work at points within the Harbour to which they have to be transported and thirteen hours at outport (ports other than Vancouver).

All longshoremen are registered for employment with the Shipping Federation, and are despatched to work on call from Stevedoring and Dock Companies through the Despatching Hall maintained by the Shipping Federation. First Call or regular ship and dock men are despatched in registered gangs; extra men and wheat trimmers are despatched in rotation, the line-up or picking system no longer existing in Vancouver.

All stevedoring and longshore work in the Port of Vancouver is under the control of the Stevedoring Companies, who in turn are members of the Shipping Federation of British Columbia, who furnish all longshore labour.

SPECIMEN CHARGES IN CONNECTION WITH A CARGO OF 200,000 BUSHELS OF GRAIN

The following charges are in connection with cargo only:

Fumigation—	
Sulphur (seldom used)	\$100.00
Cyanide	\$150.00 to \$175.00
(Depending on construction of ship)	
Stevedoring charges—	
Fitting	\$1,200.00
Trimming	480.00
Top Piling 6,000 sacks — (This item varies considerably according to type of vessel.)	900.00
Shipping Federation rates	25.00
Separation cloths, where necessary — per lineal yard, 40 inches in width	.07½

NOTE—Bulk grain is delivered to the end of spout for shippers' account. Ship's responsibility commences when grain is poured into hold.

Stevedoring charges as given above liable to fluctuation due to port conditions.

Stevedoring charges unloading from ship's hold to cars at 50c per ton\$3,000.00

If received into an elevator, elevator charges at 1½c per bushel 2,500.00

NOTE—The stevedoring charge subject to fluctuation due to business conditions.

The Port is not provided with a Marine Leg for the discharging of bulk grain from vessels. There has been no movement of bulk grain inward by water except corn outside of an occasional shipment discharged from a vessel which has arrived back in port in distress, or where grades have been accidentally mixed in loading.

Port Warden's inspection.....\$50.00

RAILWAY SERVICES

The Port of Vancouver is served direct by three transcontinental lines which operate into Vancouver on their own rails.

1. Canadian Pacific Railway Company.
2. Canadian National Railway Company.
(Both lines operate from the Pacific to the Atlantic).
3. Great Northern Railway which operate between Seattle and St. Paul and enters Canada at Whiterock, B. C., thirty-two miles South of Vancouver.
4. The Northern Pacific Railway of the United States also moves freight to and from Vancouver in connection with the B. C. Electric Railway Company, which receives and delivers Northern Pacific shipments at Abbotsford, B.C.
5. The B. C. E. Railway, electrically operated, provides the hinterland with both freight and passenger service and operates as far East as Chilliwack, B. C. It also furnishes service to Lulu Island as well as the Fraser Valley.
6. The Pacific Great Eastern Railway operates a line from Squamish to Quesnel a distance of 347 miles, serving interior points of British Columbia. Connection between Vancouver and the Pacific Great Eastern Railway is made by car barge operated by the railway company.
7. Harbour Commissioners' Terminal Railway which performs switching service on both sides of the harbour.

PIERS AND WHARVES

The principal piers and wharves in the harbour including the following:

Vancouver Harbour Commissioners

1. Ballantyne Pier—foot of Heatley Avenue.

Reinforced concrete structure, with 2,610 lineal feet of berthing. Depth at low water 32 feet at inner berths, and 45 feet at outer berths. Trackage at each side and in centre of pier. Storage yard at south of pier. Four two-storey sheds, total area 410,400 sq. ft. Total capacity of sheds 41,040 tons. Equipment for loading and discharging includes four Stothert & Pitt cranes, two Babcock Wilcox cranes, seven Colby combination cranes, all of 3-ton capacity. The Colby cranes are used both for grain and general cargo.

Communication between the first and second storeys in the sheds is by means of four electrical platform elevators of 10,000 lbs. capacity each and eight cargo chutes.

2. Lapointe Pier—foot of Salsbury Drive.

Concrete crib structure, with 1,900 lineal feet of berthing. Depth at low water 35 feet. Trackage along each side and in centre of pier. Two one-storey sheds with a total area of 136,854 sq. ft. and a total capacity of 13,865 tons. Loading and discharging is by ship's derricks.

There are grain galleries along each side of pier, with ten spouts on the west side and nine spouts on the east side to load grain from No. 1 Elevator. Located on this pier are eight fish oil tanks with a total capacity of 205,335 U. S. gallons, or 171,112 Imperial gallons.

This pier is now in process of being extended to provide 600 ft. of additional berthing.

3. No. 1 Jetty—foot of Salsbury Drive.

Concrete crib and pile and timber construction, with 1,400 lineal feet of berthing. Depth at low water 35 feet on the west side and 30 feet on the east side. Trackage along jetty. Four belt grain gallery along jetty with seven spouts on east side and fourteen spouts on west side to load grain from No. 1 Elevator, and Vancouver Terminal Company (Spillers) Elevator.

The inner berth on the west side is used for grain and general cargo, while the two outer berths are for grain only.

4. No. 3 Jetty—foot of Vernon Drive.

Pile and timber structure, operated by the Harbour Commissioners to serve No. 3 Elevator (United Grain Growers' Terminals).

1,000 lineal feet of berthing. Depth at low water 30 feet. Trackage along jetty. Grain galleries on each side of jetty with two belts each.

5. Fish Dock—foot of Raymur Avenue.

Sheds on east and west sides of dock, with total area of 20,000 sq. ft., providing fish booths for trade. Ice making and refrigerator equipment, ice storage and ice crushing plant, cool rooms and smoke house. Berthing float for fish boats. 720 lineal feet of berth-



LABELLING SALMON AT
BALLANTYNE PIER.



SALMON STORAGE
WAREHOUSE,
BALLANTYNE PIER.



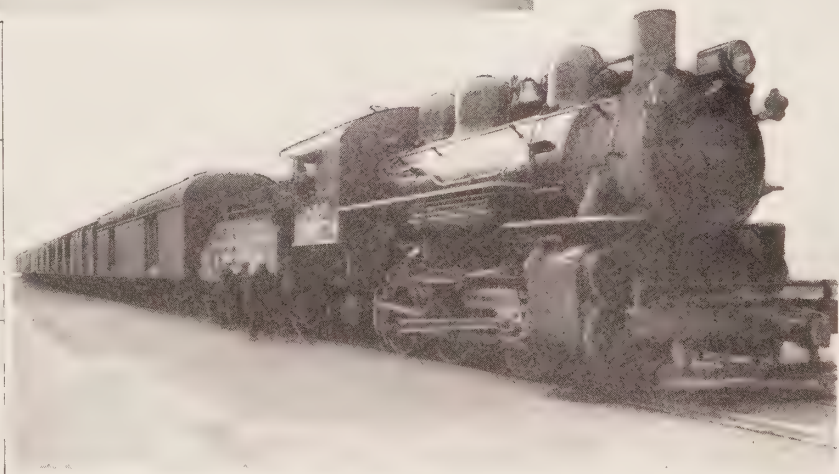
LOADING CANNED SALMON
AT BALLANTYNE PIER.
FOR EXPORT TO EUROPE.

UNLOADING
SILK CARGO
FROM ORIENTAL
VANCOUVER, B.C.



BEING TRANSPORTED
FROM BOAT TO
WAITING TRAIN.

RUSHED FROM
BALLANTYNE PIER
TO SPECIAL EXPRESS
FOR NEW YORK.



ing. Depth at low water 10 feet. Trackage at west side of dock. Equipped with electrical cranes for unloading.

Canadian Pacific Railway Company.

1. Pier "A."

1,584 lineal feet of berthing. Depth at low water 35 feet. One storey sheds on pier, with total area of 60,000 sq. ft. and total capacity of 8,600 tons. Trackage along centre of pier. Loading and discharging by ship's derricks.

2. Pier "B-C."

Reinforced concrete pile structure, with 2,611 lineal feet of berthing. Depth at low water 35 feet. Pier is equipped with one-storey sheds, having a total area of 200,000 sq. ft. and a total capacity of 25,000 tons. Trackage on each side and in centre of pier. Loading and discharging equipment includes one 5-ton crane on each side of pier and eight marine elevators.

3. Pier "D."

Pile and timber structure, with 2,034 lineal feet of berthing. Depth at low water 30 feet. Trackage in centre and on east side of pier. Lower storey shed area 108,000 sq. ft., with capacity of 10,800 tons. Upper storey on level with street, comprises offices and accommodation for passengers. Loading and discharging by ship's derricks.

4. Pier "H."

Pile and timber structure, with 1,520 lineal feet of berthing. Depth at low water 30 feet. Trackage on east side of pier. One-storey sheds with area of 55,800

sq. ft. and capacity of 5,600 tons. Outside storage area 28,200 sq. ft. Loading and discharging by ship's derricks.

5. Quay wharves, between Piers "A" and "H."

2,300 lineal feet of berthing. Depth at low water 30 feet. One-storey sheds, with total area of 90,000 sq. ft. and capacity of 9,000 tons. Trackage on south side of sheds. Loading and discharging with ship's derricks.

Canadian National Steamships.

Pier—foot of Main street.

Pile and timber structure, with 2,374 lineal feet of berthing. Depth at low water at east and west outer berths 35 feet, at inner berths 25 feet. Two depressed tracks in centre. Shed area lower floor 90,260 sq. ft., with capacity of 10,000 tons. Shed area upper floor 26,000 sq. ft. containing offices and passenger waiting rooms. Outside storage area 69,380 sq. ft. Loading and discharging by two marine elevators of 10-tons capacity, and ship's derricks.

Evans, Coleman & Evans, Ltd.

Two piers—foot of Columbia street.

Pile and timber structures. Depth at low water 20 feet at inner end of piers, and 30 feet at outer end of piers. 1,200 lineal feet of berthing at Pier 1, and 1,291 lineal feet of berthing at Pier 2. Trackage. Total area of sheds on both piers 121,300 sq. ft. with total capacity of 12,130 tons. Loading and discharging by ship's derricks, and one locomotive crane of 5½ tons capacity.



No. 3 ELEVATOR: CAPACITY 1,650,000 BUSHELS

Great Northern Railway Company.**Pier**—foot of Campbell Avenue.

Reinforced concrete structure, with 465 lineal feet of berthing. Depth at low water 30 feet. Trackage on each side of pier. One-storey shed with area of 40,000 sq. ft., and capacity of 4,000 tons. Loading and discharging by ship's derricks.

Kingsley Navigation Company, Ltd. (leased from Great Northern Railway Co.)

600 lineal feet of berthing. Depth at low water 30 feet. Trackage. One-storey shed with area of 60,000 sq. ft. and capacity of 6,000 tons. Loading and discharging by ship's derricks.

Terminal Dock & Warehouse Company, Ltd.—between Nanaimo and Clinton streets.

Lineal feet of berthing—deepsea 1559 with depth at low water of 32 feet; coastwise 208, with depth at low water of 14 feet; small craft 725, with depth at low water of 13 feet.

Trackage along northerly side of wharf and through shed. Two-storey shed. Lower storey area 105,000 sq. ft.; upper storey area 25,000 sq. ft., with total capacity of 13,000 tons.

Canadian Transport Company, Ltd.—foot of St. Patrick's Avenue, North Vancouver.

Lumber and general cargo pier, with 850 lineal feet of berthing. Depth at low water 30 to 50 feet.

Trackage along each side of pier. Loading and discharging by ship's derricks.

Union Steamships of B. C., Ltd.—foot of Carrall street.

Pile and timber structure, with 965 lineal feet of berthing, used for B. C. coast freight and passenger service. Depth at low water 20 feet at inner end and 40 feet at outer end of pier. Shed area 27,750 sq. ft. with capacity of 2,775 tons.

Freight Car Ferry Services—

1. **Vancouver Harbour Commissioners;** providing terminal railway connection between Vancouver and North Vancouver.

2. **Canadian Pacific Railway Company;** to Vancouver Island points.

3. **Great Northern Railway Company** (F. M. Yorke & Son, Ltd.): to points on Burrard Inlet and Vancouver Island.

4. **Pacific Great Eastern Railway Company;** from C.P.R. ferry slip to P.G.E. terminal at Squamish, for interior British Columbia points.

There are numerous other wharves, serving the Oil Companies, Sugar Refinery and other industries and providing accommodation for tug boat and fishing fleet, etc.



ALBERTA POOL ELEVATOR: CAPACITY 5,150,000 BUSHELS

Grain Elevators

Storage, Loading and Unloading Capacity

No. 2 ELEVATOR—Ballantyne Pier.

Storage and workhouse capacity.....	1,625,000 bushels
Unloading capacity per hr. to ships....	72,000 "
Loading capacity per hr. to storage....	54,000 "

No. 3 ELEVATOR—United Grain Growers Terminals.

Storage and workhouse capacity.....	1,650,000 bushels
Unloading capacity per hr. to ships....	40,000 "
Loading capacity per hr. to storage	12,000 "

No. 1 ELEVATOR—Pacific Terminal Elevator Company.

Storage and workhouse capacity.....	1,250,000 bushels
Unloading capacity per hr. to ships....	72,000 "
Loading capacity per hr. to storage....	54,000 "

VANCOUVER TERMINAL COMPANY LTD.

Storage and workhouse capacity.....	4,870,000 bushels
Unloading capacity per hr. to ships....	75,000 "
Loading capacity per hr. to storage...	54,000 "

COLUMBIA GRAIN ELEVATOR.

Storage and workhouse capacity.....	183,000 bushels
Unloading capacity per hr. to ships....	16,000 "
Loading capacity per hr. to storage....	8,000 "

ALBERTA POOL ELEVATORS.

Storage and workhouse capacity.....	5,150,000 bushels
Unloading capacity per hr. to ships....	72,000 "
Loading capacity per hr. to storage....	54,000 "

MIDLAND PACIFIC ELEVATOR.

Storage and workhouse capacity.....	1,500,000 bushels
Unloading capacity per hr. to ships....	30,000 "
Loading capacity per hr. to storage....	12,000 "

CAPACITY OF GRAIN BAGGING MACHINES IN BUSHELS

There are four elevators with bagging machines, capacity of each based on an 8-hour day is as follows:

Pacific Terminal Elevator.....	2600 sacks of 150 lbs. each
Vancouver Terminal "	2600 " " 150 "
Midland Pacific "	4800 " " 200 "
(2 machines)	
Buckerfield's Limited ...	4800 " " 200 "
(2 machines)	

These are all on waterfront in Burrard Inlet.

UNLOADING, ELEVATING AND STORING GRAIN

Bulk grain, except corn, does not at present enter this port in ships. Corn is unloaded from ship's hold direct to cars by cranes or ship's gear, handled with buckets and dumped into a chute leading to the railway car but if received direct from car into a grain elevator is handled as follows:

Bulk grain ex cars is unloaded by power shovels into grain pits at elevators and elevated in the manner customary at all terminal elevators. It is then stored in bins until shipped. The grain is reloaded by means of conveyor belts over the wharves or jetties to spouts which run from sides of conveyor galleries direct to ship's hold. Bulk grain is loaded to cars direct via spout from elevator side. Sacked grain is loaded direct to vessel, car or team in a manner similar to that employed in loading general cargo. Sacked grain is unloaded and stored in sheds in a manner similar to that employed in loading general cargo.

NOTE: At Pool Elevator No. 1, Car Dumps are used instead of power shovels.

Drydocks

Drydock and ship repair works include:

BURRARD DRYDOCK & SHIPBUILDING CO. LTD.

—Foot of Lonsdale Avenue, North Vancouver.

2 building berths for vessels up to 10,000 tons.

2 marine railways of 2,000 tons capacity and 1,000 tons capacity respectively.

Floating Dock—capacity 15,000 tons.

Length over outriggers—536'6".

Breadth between wing walls—98'0".

Length over pontoons—126'0" x 496'0".

Light railway throughout plant.

Main Pier 700 feet long, takes one large and one small vessel.

Auxiliary Pier 32' x 450'.

One stationary crane—capacity 100 tons.

B. C. MARINE, ENGINEERS & SHIPBUILDERS, LTD.—Foot Victoria Drive.

Building ways 200 feet long with capacity 800 tons.

2 marine ways with 800 and 1,500 tons capacity.

VANCOUVER DRYDOCK & SALVAGE CO.—

Drydock—800 tons capacity.

Anchorage

There are four principal anchorages containing berths numbered in order that vessels may have an exact position. The berths are one thousand feet apart which is generally sufficient when lying at single anchor.

Anchorage "A" in the Northeast part of the harbour contains fourteen berths and is most used for vessels when awaiting cargo.

Anchorage "B", five berths, is south of Anchorage "A", and is only used in emergency. The holding ground is indifferent.



MIDLAND PACIFIC ELEVATOR: CAPACITY 1,500,000 BUSHEL

Anchorage "C". Three berths are used principally for Government vessels and large visiting yachts.

Anchorage "D". Three berths used in loading logs from adjacent mills.

Explosive Anchorage. Vessels arriving with explosives on board must proceed to the Explosive Anchorage and report to the Harbour Master for instructions.

The Explosive Anchorage is in English Bay.
East Boundary—longitude 123° 10'

West Boundary—	"	123° 11'
North Boundary—	"	49° 17' 30"
South Boundary	"	49° 17'

Vessels requiring an anchoring berth must apply to the Harbour Master and may do so by signal from Prospect Point.

Prohibited Anchorage. A telephone cable has been laid across the harbour between Vancouver City and North Vancouver as charted. Mariners are warned not to anchor in the vicinity of this cable.

Industrial Sites

VANCOUVER is commanding increasing attention as a field of opportunity for industrial enterprise.

With its extensive railway and steamship connections to practically every port in the world, marketing opportunities for manufactured goods are unlimited and its outstanding natural advantages in the way of an abundance and variety of raw materials, unlimited supply of electrical power, water, fuel coal and oil, and an open climate all year round commend it to the careful consideration of those in-

terested in industrial and manufacturing enterprises.

The Harbour Commissioners have reclaimed and other properties which may be obtained on long term leases at very reasonable rentals. These properties include sites suitable for grain elevators, flour mills and small or large industries. They are accessible by deep water channel and are connected with the transcontinental and other railways. Information may be obtained on application to the Secretary of the Commissioners.



"DERWENT"

One of the last square riggers to load lumber at Hastings Mill — property embracing 40 acres with waterfrontage of 1600 ft., now held by the Harbour Commissioners for harbour developments. A considerable portion of this property has already been filled and graded and is being used for terminal railway yard extensions, particularly for the purpose of expediting the movement of grain cars.



MODERN LUMBER LOADING

300,000 to 500,000 F.B.M. of lumber, according to specifications, can be loaded in an 8-hour day,
and 750,000 to 900,000 F.B.M. of ties in an 8-hour day.

STATISTICS

In the preparation of the following statistics every care is taken by the Harbour Commissioners' statistical department to give a true record of the number of vessels entering and clearing at the port and to make their figures in general as accurate as possible in regard to the volume and distribution of trade.

The figures are not in any case approximations but are taken direct from the ship's manifest which is always certified by the agent, as required by the by-laws of the Commissioners, to be a true and correct report of the cargo carried by vessels on every entry and clearance.



Strengthening the Bonds of Empire



Specimen of label affixed by British Manufacturers on goods for Canada.

NUMBER OF VESSELS AND REGISTERED TONNAGE 1926 - 1931

- (1) "Local Coastwise" includes all vessels trading in British Columbia waters only.
 (2) "Foreign Coastwise" includes all vessels trading in Puget Sound and Alaska.
 (3) "Deep Sea" includes all vessels trading outside of Cape Flattery.

	Local Coastwise		Foreign Coastwise		— Deep Sea —		Total — —	
	No. Ships	Net Tons	No. Ships	Net Tons	No. Ships	Net Tons	No. Ships	Net Tons
1926	17,148	4,268,620	1,546	1,900,942	1,071	3,698,000	19,767	9,867,628
1927	17,770	4,627,880	1,470	1,897,362	1,123	3,779,015	20,363	10,304,257
1928	19,270	4,958,498	1,470	2,109,982	1,344	4,674,091	22,084	11,742,571
1929	20,464	5,281,026	1,537	2,097,206	1,295	4,532,794	23,296	11,911,026
1930	18,894	5,694,115	1,619	2,598,294	1,157	4,313,666	21,670	12,606,075
1931	15,376	4,993,164	1,728	3,112,032	1,036	4,031,192	18,140	12,136,388

OCEAN-GOING VESSELS SINCE 1909

Year	No. of Vessels	Net Tons	Britain	U.S.A.	Japan	Norway	France	Holland	Denmark	Sweden	Russia	Mexico	Peru	Chile	Italy	China	Spain	Nicaragua	Panama	Germany	Belgium	Greece	Guatemala	Finland	Steamers	Motor Vessels
1909	71	195,789	36	20	...	7	1	...	...	...	...	...	...	...	...	...	...	...	...	7	...	...	...	...	51	
1910	84	236,579	56	13	...	...	1	...	...	...	1	3	...	...	...	...	...	...	...	10	...	...	...	...	72	
1911	90	351,098	54	27	...	7	1	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	77	
1912	112	288,656	59	37	4	5	...	...	1	1	...	...	...	3	1	...	...	...	...	1	...	...	...	...	102	
1913	132	365,953	67	48	4	1	...	...	1	1	2	...	...	1	...	...	...	...	...	7	...	...	...	...	118	
1914	No Records Available																									
1915	237	683,538	76	115	37	2	...	...	...	1	...	5	...	1	...	...	...	...	...	...	...	...	...	...	225	
1916	343	928,006	102	175	46	14	...	...	2	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	327	
1917	240	768,094	87	102	34	13	...	...	1	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	230	1
1918	298	851,186	96	146	41	10	...	...	2	1	1	...	...	...	...	1	...	...	...	...	...	...	...	...	275	14
(Nine Months)																										
1919	328	1,016,177	122	144	28	17	32	3	5	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	316	4
1920	336	1,163,699	154	150	15	3	9	3	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	316	9
1921	496	1,867,265	190	190	84	5	4	10	6	6	...	...	1	...	...	...	...	...	...	...	...	...	...	...	481	10
1922	717	2,474,724	303	225	122	25	15	17	7	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	659	52
1923	845	2,804,883	338	283	129	37	18	15	8	7	...	...	...	...	1	...	1	1	...	7	...	...	...	...	778	55
1924	1,009	3,404,355	422	293	123	71	19	20	21	11	...	2	...	...	4	...	2	2	5	27	...	...	...	...	924	76
1925	916	3,175,885	376	285	147	28	19	17	11	12	...	...	...	...	3	...	1	1	12	1	3	...	...	...	790	118
1926	1,071	3,698,066	430	283	158	63	23	21	24	...	...	...	...	19	...	...	...	5	18	5	1	...	...	...	869	197
1927	1,123	3,779,015	445	327	155	54	25	22	25	24	...	...	...	...	23	...	...	3	18	...	...	2	...	...	880	241
1928	1,344	4,764,091	533	352	222	69	20	23	37	32	...	...	...	...	18	...	1	...	2	35	...	...	...	...	1047	297
1929	1,295	4,532,794	466	372	219	68	22	23	28	27	...	1	...	...	17	...	...	1	1	45	4	1	2	...	960	332
1930	1,157	4,313,666	394	337	169	87	24	24	23	28	...	...	...	...	15	...	...	...	...	42	13	...	...	1	791	365
1931	1,036	4,031,192	349	292	119	88	20	22	36	31	...	...	...	...	21	...	...	...	1	46	11	...	...	...	664	372

TONNAGE OF IMPORTS AND EXPORTS 1926 - 1931

IMPORTS					EXPORTS				
Local		Foreign			Local		Foreign		
Coastwise	Coastwise	Coastwise	Deep Sea	Total	Coastwise	Coastwise	Deep Sea	Total	
1926	3,507,212	52,461	1,122,237	4,681,910	1926	598,914	64,651	2,689,947	3,353,512
1927	3,176,788	51,178	1,285,389	4,513,355	1927	580,062	33,197	2,683,013	3,296,272
1928	3,501,045	30,994	1,314,127	4,846,166	1928	651,483	44,047	4,358,091	5,053,621
1929	3,308,649	42,175	1,718,088	5,068,912	1929	868,195	41,629	3,619,153	4,528,977
1930	2,784,825	42,600	1,527,364	4,354,789	1930	789,089	20,072	2,862,889	3,672,050
1931	2,187,100	23,787	1,364,727	3,575,614	1931	759,621	25,267	2,932,203	3,717,091

RECORD OF SHIPPING FOR 1931

DEEP SEA

	ARRIVALS			DEPARTURES		
	No. of Vessels	Gross Tons	Net Tons	No. of Vessels	Gross Tons	Net Tons
January	102	645,714	394,364	102	657,025	400,310
February	96	567,543	348,868	94	546,459	336,912
March	82	505,371	308,296	88	549,147	335,229
April	89	573,559	349,531	83	537,815	328,124
May	90	551,960	337,317	93	568,903	348,080
June	94	582,766	355,212	97	606,212	368,886
July	81	525,578	321,755	81	518,905	318,672
August	72	492,018	302,495	69	472,605	288,394
September	83	534,418	326,078	78	506,694	309,798
October	81	525,057	319,862	82	527,624	320,639
November	84	555,775	339,186	82	536,144	327,784
December	82	534,870	329,228	87	564,563	346,834
Total	1,036	6,594,629	4,031,192	1,036	6,592,096	4,029,662

FOREIGN COASTWISE

	ARRIVALS			DEPARTURES		
	No. of Vessels	Gross Tons	Net Tons	No. of Vessels	Gross Tons	Net Tons
January	137	460,361	228,754	139	464,265	230,217
February	133	454,008	220,096	131	454,223	220,361
March	151	447,645	218,331	148	446,481	216,976
April	165	546,458	261,416	166	549,161	263,416
May	174	601,219	285,975	159	581,990	276,362
June	152	687,053	318,709	165	698,337	324,493
July	186	908,738	420,741	190	911,997	421,769
August	161	689,163	321,685	156	685,923	320,707
September	125	512,552	241,372	125	500,391	235,857
October	119	439,050	209,743	124	455,036	216,946
November	107	404,286	192,372	105	404,999	191,603
December	118	407,974	192,838	117	408,211	194,047
Total	1,728	6,558,507	3,112,032	1,725	6,531,014	3,112,754

LOCAL COASTWISE

	ARRIVALS			DEPARTURES		
	No. of Vessels	Gross Tons	Net Tons	No. of Vessels	Gross Tons	Net Tons
January	1,064	586,772	341,097	1,114	599,022	349,847
February	1,052	546,320	322,578	1,077	552,445	326,953
March	1,274	651,226	385,971	1,241	643,141	380,196
April	1,267	657,109	388,306	1,263	656,129	387,606
May	1,292	803,592	450,093	1,310	808,002	453,243
June	1,351	893,509	500,868	1,345	892,039	499,818
July	1,484	939,224	507,081	1,498	942,654	509,531
August	1,441	947,683	513,901	1,438	942,028	518,296
September	1,409	819,652	467,568	1,387	819,182	458,798
October	1,348	676,789	395,418	1,306	666,499	388,068
November	1,292	612,119	365,926	1,286	610,649	364,876
December	1,102	605,828	354,357	1,156	619,058	363,807
Total	15,376	8,739,823	4,993,164	15,421	8,750,848	5,001,039

Trade by Countries

(Tons)

Country	Imports	Exports	Country	Imports	Exports
Africa North (except Egypt)		85	Mexico	453	697
" South	4,709	27,198	New Zealand	987	19,469
" East		388	Norway	294	8,842
" West		242	Palestine		29
Argentina	8,995	611	Panama		1,144
Arctic		797	Philippine Islands	2,807	10,191
Australia	10,493	25,649	Portugal	8	8,344
Belgium	22,486	147,260	Russia		1
Brazil	1,935	327	South America (N.O.C.)	26,857	35,645
Central America (N.O.C.)	525	2,274	South Sea Islands (N.O.C.)		789
China	36,501	290,738	Spain	723	
Denmark	178	19,733	Straits Settlements	7,922	498
East Indies	1,353	1,125	Sweden	1,130	51,799
Eastern Canada	28,231	38,388	United Kingdom	59,252	1,034,191
Egypt		318	U. S. A., Pacific	966,943	24,684
Finland		388	" Atlantic	14,770	46,700
Fiji Islands	53,536	1,350	West Indies	34,348	37,942
France	3,271	277,206			
Germany	10,249	91,514	Deep Sea Total	1,364,727	2,932,203
Greece		19,651	Foreign Coastwise U.S.A. Total	23,787	25,267
Hawaii	2,715	3,124	British Columbia Ports Total	2,187,100	759,621
Holland	7,277	106,810			
Iceland		5	Grand Total	3,575,614	3,717,091
India	5,701	4,338			
Irish Free State		463			
Italy	1,359	24,247			
Japan	48,719	559,478			
Malta		7,531			

NOTE: In this and other tables the letters "N.O.C." opposite any country signify "Not Otherwise Classified."

EXPORTS OF FLOUR (Barrels)

1931

Australia	530
China	315,726
Central America	301
Denmark	26,934
Egypt	1,429
East Indies	934
Fiji Islands	25
Finland	3,712
Germany	8,342
Greece	582
Holland	844
Iceland	55
Irish Free State	4,000
Italy	45,637
Japan	182,400
New Zealand	53,959
Norway	22,497
Philippine Islands	45,027
Russia	10
Straits Settlements	877
South America	898
Sweden	898
United Kingdom	197,660
U.S.A. Pacific	1,562
West Indies	143,480

Total1,058,325

EXPORTS OF GRAIN

Calendar Year 1931

(Bushels)

Country	Wheat	Oats	Rye	Barley
Africa South	399,631			
Belgium	4,437,473	534,335	13,146	23,333
China	5,750,457	30,261	357	7,710
Denmark	520,799	32,941		
France	8,986,033	98,353		
Germany	2,622,473	29,647		
Greece	651,827			
Holland	2,836,881	569,880	71,977	34,999
Italy	610,933			
Japan	7,841,357	2,088		
Malta	250,133			
Mexico	18,667	5,882		
Norway	212,800			
New Zealand	144,334			
Portugal	278,133			
Philippine Islands		8,231		
South America	1,049,845	10,354		
Sweden	1,673,289			
United Kingdom	29,837,484	944,581		
U. S. A. Pacific		5,882		
West Indies		294,939		

Total68,122,549 2,567,374 85,480 66,042

Wheat68,122,549

Oats2,567,374

Rye85,480

Barley66,042

Total70,841,445

EXPORTS OF PAPER (TONS)

Country	Newsprint	Kraft
Australia	2,338	19
China	771	46
East Indies .....	..	7
Fiji Islands	17	18
Hawaii	2,934	..
Japan	11,330	5,194
New Zealand	449	258
Philippine Islands	16	33
South America	452	19
Straits Settlements .....	..	4
U. S. A. Pacific	3,658	43
" Atlantic	706	..
West Indies	604	51
Total	23,275	5,692

EXPORTS OF PULP (TONS)

Australia	189
Belgium	75
China	208
Denmark	12
East Indies	24
Eastern Canada	55
France	49
Germany	241
Holland	736
India	729
Japan	12,425
New Zealand	273
U. S. A. Pacific	164
United Kingdom	2,957
West Indies	61
Total	18,198

NOTE: It should be understood that the above figures represent the quantity of newsprint and pulp handled at the Port of Vancouver and do not include the extensive shipments that move direct to destination from the mills adjacent to this port. Total exports of pulp and paper from all B. C. ports amounted to 290,860 tons.

EXPORTS OF SHINGLES (Bundles)

Australia	20
Africa, South	500
Africa, West	80
Arctic	96
Eastern Canada	2,950
New Zealand	3,027
South America	500
United Kingdom	1,400
U.S.A. Pacific	107,057
" Atlantic	89,915
West Indies	14,449
Total	219,994

EXPORTS OF CANNED FISH (Cases)
1931

Country	Canned Salmon	Canned Pilchards
Australia	135,210	4,271
Africa North (except Egypt)	2,343	..
" South	34,774	170
" East	2,510	..
" West	3,524	..

Belgium	38,827	..
China	515	20
Central America (N.O.C.)	79	..
Denmark	1,558	25
East Indies	3,056	..
Eastern Canada	97,043	35
Egypt	2,047	..
Fiji Islands	4,107	1,844
France	98,820	..
Germany	1,355	..
Greece	963	..
Holland	5,983	..
Irish Free State	700	..
Italy	17,849	400
India	5,582	..
Japan	995	..
Malta	593	..
Norway	50	..
New Zealand	27,370	2,214
Panama	685	..
Palestine	514	..
Philippines	900	..
Portugal	41	..
South America	11,543	135
Straits Settlements	1,240	435
South Sea Islands (N.O.C.)	1,671	127
Sweden	440	..
Turkey	10	..
United Kingdom	413,555	..
U.S.A., Pacific	4,096	175
West Indies	6,861	360
Total	927,409	10,211

Canned Salmon	927,409
Canned Pilchards	10,211

Total

EXPORTS OF FISH (TONS)
1931

Country	Fresh and Frozen	Salt	Cured
Australia	16	..	26
Belgium	8	..	..
China	41	33,065	12
Denmark .....	..	..	4
East Indies	4	3	2
France	304	..	6
Germany	83	..	336
Holland	14	..	11
India	5	..	1
Japan	690	21,925	3
Norway .....	..	..	12
Philippines	12	..	..
Sweden .....	..	..	18
United Kingdom	1,113	..	3
U. S. A. Pacific	169	..	189
West Indies	1	..	..
Total	2,460	54,993	623

Salt Fish	54,993
Fresh and Frozen	2,460
Cured Fish	623

Total

58,076 Tons



Fresh Herring shipped monthly in refrigerated space from Fish Dock for Hong Kong



SALT HERRING FOR THE ORIENT

LOGS AND LUMBER FT. B.M.

By months, showing comparison with 1921

LOCAL COASTWISE

	IMPORTS			EXPORTS		
	1921	1931		1921	1931	
January	23,730,408	45,625,022	Ft. B.M.	1,263,512	2,644,469	Ft. B.M.
February	20,073,315	49,616,705	"	716,077	4,142,037	"
March	39,628,287	53,627,974	"	968,306	5,761,646	"
April	46,861,753	76,239,910	"	833,082	5,212,062	"
May	55,555,691	57,202,165	"	1,095,073	3,565,855	"
June	59,880,995	60,683,856	"	899,757	4,771,239	"
July	58,640,896	58,607,228	"	807,756	5,177,654	"
August	45,385,794	40,375,812	"	1,506,711	3,985,161	"
September	57,784,830	42,386,600	"	640,600	5,425,613	"
October	45,116,884	46,023,297	"	1,873,889	5,608,049	"
November	39,210,501	28,728,694	"	962,928	4,880,506	"
December	38,833,852	36,375,963	"	2,158,354	5,738,340	"
Total	530,703,206	95,493,226	"	13,726,045	56,912,631	"

FOREIGN COASTWISE

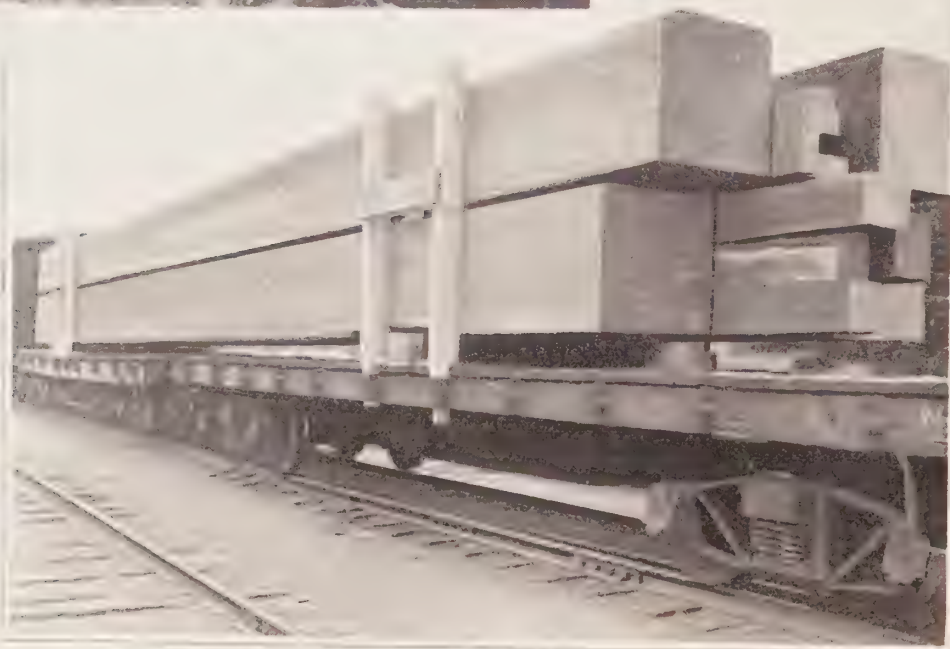
	IMPORTS			EXPORTS		
	1921	1931		1921	1931	
January	56,687	29,378	Ft. B.M.	70,000	145,600	Ft. B.M.
February	12,789	27,437	"	40,975	.....	"
March .....	.....	3,813	"	567,121	501,680	"
April	12,396	.....	"	.....	.....	"
May	26,847	278,570	"	1,731,363	.....	"
June	1,475	20,112	"	5,116,945	205,000	"
July	9,439	29,595	"	4,991,234	.....	"
August	17,015	574,730	"	3,001,862	676,802	"
September	3,123	289,543	"	5,358,853	429,944	"
October	6,986	.....	"	4,732,016	827,909	"
November .....	.....	.....	"	746,755	2,771,655	"
December	4,588	176,653	"	3,240,876	340,733	"
Total	151,345	1,429,831	"	29,598,000	5,899,323	"

DEEP SEA

	IMPORTS			EXPORTS		
	1921	1931		1921	1931	
January .....	.....	87,581	Ft. B.M.	10,068,468	14,953,431	Ft. B.M.
February .....	.....	14,373	"	6,697,833	21,038,622	"
March .....	.....	99,581	"	10,330,141	21,847,715	"
April	98,000	76,750	"	7,066,473	19,877,371	"
May	8,395	28,837	"	10,643,622	33,344,084	"
June	184,015	13,814	"	14,364,241	30,843,074	"
July	43,365	64,725	"	9,623,894	30,045,997	"
August	15,056	5,150	"	9,659,535	24,206,926	"
September .....	.....	92,737	"	18,935,218	20,500,358	"
October .....	.....	26,222	"	9,856,492	22,008,478	"
November .....	.....	119,776	"	11,031,401	16,313,579	"
December .....	.....	29,419	"	18,246,846	16,294,768	"
Total	348,831	658,965	"	136,524,164	271,274,403	"



B.C. FIR
Growing



B.C. FIR
Manufactured

EXPORTS OF LUMBER — BOARD FEET

By Countries
1931

Country	Lumber	Logs	Poles & Piles	Lath	
				Bundles	Board Ft.
Africa South	8,646,343	.....	.....	.....	.....
" East	192,915	.....	.....	.....	.....
" West	74,085	.....	.....	.....	.....
Arctic	66,973	.....	.....	.....	.....
Australia	5,643,868	2,891,769	.....	3,000	45,000
Belgium	387,411	20,189	.....	.....	.....
Brazil	12,300	.....	.....	.....	.....
Central America (N.O.C.)	132,004	.....	.....	.....	.....
China	24,104,159	662,684	212,042	5,530	92,167
Denmark	60,462	472,077	.....	.....	.....
Eastern Canada	14,968,024	.....	177,440	.....	.....
France	277,110	.....	.....	.....	.....
Fiji Islands	349,897	.....	.....	.....	.....
Germany	119,849	2,092,303	.....	.....	.....
Holland	308,417	506,804	.....	.....	.....
India	270,393	.....	.....	.....	.....
Italy	419,797	.....	.....	.....	.....
Irish Free State	22,178	.....	.....	.....	.....
Japan	30,633,895	88,044,162	2,244,050	5,000	83,334
New Zealand	2,092,047	61,747	.....	6,463	98,612
Panama	717,310	.....	.....	.....	.....
Sweden	4,192	.....	.....	.....	.....
South America (N.O.C.)	2,052,184	24,073	.....	.....	.....
South Sea Islands (N.O.C.)	19,019	.....	.....	.....	.....
United Kingdom	34,510,498	.....	.....	.....	.....
U. S. A. Pacific	6,747,119	4,880,678	1,155,884	19,092	327,735
U. S. A. Atlantic	28,790,604	.....	.....	7,500	125,001
West Indies	11,304,327	28,595	.....	.....	.....
Total	172,927,380	99,685,081	3,789,416	46,585	771,849
Lumber	172,927,380	.....	.....	.....	.....
Logs	99,685,081	.....	.....	.....	.....
Poles and Piles	3,789,416	.....	.....	.....	.....
Lath	771,849	.....	.....	.....	.....
Total	277,173,726	.....	.....	.....	.....

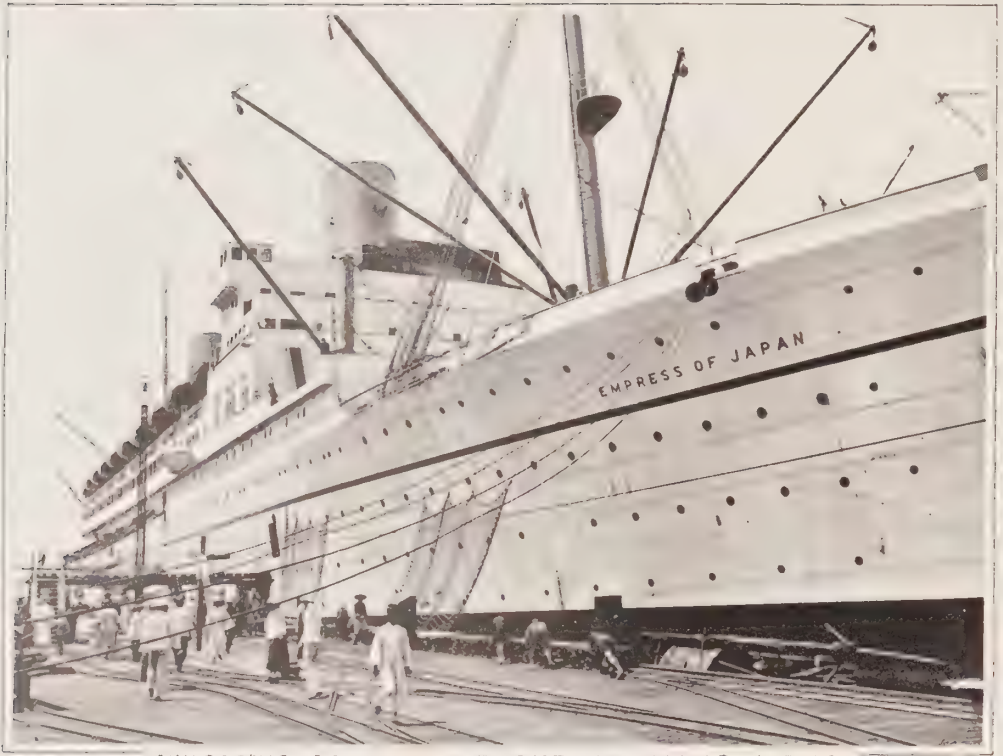
NOTE: Exports of lumber from all B. C. ports for 1931 amounted to 566,129,250 Ft. B.M. Exports of logs from all B. C. ports for 1931 amounted to 218,071,030 feet.

EXPORTS OF LEAD AND ZINC (TONS)—1931

Country	Lead	Zinc
Argentina	212	398
Africa South	615	.....
Brazil	308	.....
Belgium	594	974
China	3,654	974
East Indies	168	17
France	231	1,327
Germany	3,277	2,405
Holland	1,014	1,453
India	56	2,871
Italy .....	.....	56
Japan	8,958	6,112
Norway	224	2
Philippines .....	.....	336
Sweden	721	84
South America (N.O.C.)	39	56
United Kingdom	11,522	13,076
Total	31,593	30,141
Lead	31,593	.....
Zinc	30,141	.....
Total	61,734	.....

EXPORTS OF B.C. APPLES (BOXES)

Belgium	15
China	4,825
Denmark	6,595
East Indies	601
Egypt	756
Fiji Islands	625
France	264
Germany	1,506
New Zealand	13,711
South America	12,090
Straits Settlements	366
Sweden	4,733
United Kingdom	35,606
U. S. A. Pacific	165
Total (Boxes)	81,858



UNLOADING CANADIAN FLOUR AT HONG KONG



DISCHARGING SOUTH AFRICAN BULK CORN AT LAPOINTE PIER INTO RAILWAY CARS

PASSENGER TRAFFIC

	Passengers Landed		Passengers	Shipped
	1930	1931	1930	1931
January	20,150	17,963	24,062	21,501
February	20,086	16,445	22,462	17,461
March	25,560	19,748	25,777	22,013
April	33,938	28,223	33,441	27,255
May	40,715	40,067	41,708	39,135
June	55,549	44,167	56,129	45,985
July	94,885	77,962	99,571	84,223
August	97,309	80,450	93,573	77,791
September	44,101	32,881	45,637	32,473
October	24,558	20,420	29,590	22,236
November	21,925	15,185	27,710	16,227
December	24,134	19,306	23,681	19,424
Total	502,910	412,817	523,341	425,724

MARINE SURVEYORS

The Port Warden—appointed by the Minister of Marine—is the official surveyor of ships and their cargoes, and below are the names and addresses of Marine Surveyors in the City:

Allan & Stackhouse, 626 West Pender Street
Board of Marine Underwriters of San Francisco, 850 West Hastings Street
Kelly, Wm. N., 837 West Hastings Street
Lloyd's Register of Shipping, 355 Burrard Street
Lockhart, John, 355 Burrard Street
Logan, W. H., 837 West Hastings Street
Warkman, T. C., 355 Burrard Street

SHIPS' PROTECTION CLUBS—

Representatives:

American Steamship Owners Mutual Protection and Indemnity Association	Griffin Montgomery & Smith, 602 West Hastings Street
Assurance Foreningen Skuld of Oslo and Copenhagen	—do.—
Danish Shipowners Defence Association	—do.—
Mercantile Marine Service Association	—do.—
Newcastle Protection and Indemnity Association	—do.—
Shipowners Claims Bureau, Incorporated, of New York	—do.—
Standard Shipowners Mutual Freight, Demurrage & Defence Association, of London	—do.—
Standard Shipowners' Protection and Indemnity Association of London	—do.—
Swedish Shipowners' Defence Association of Stockholm	—do.—
United Kingdom Mutual Steamship Assurance Association	—do.—
United Kingdom Freight, Demurrage and Defence Association of Newcastle-upon-Tyne	—do.—
Navigators General Insurance Ltd., London, Eng.	—do.—
British Steamship Owners Association, London, Eng.	—do.—
German Shipowners' Protection Association	C. Gardner Johnson Co. Ltd., 989 West Hastings Street
West of England Protection and Indemnity Association	—do.—
Northern Shipowners Association of Oslo, Norway	—do.—
Imperial Merchants Service Guild	Davis, Pugh, Davis, Hossie, Ralston & Lett, 626 West Pender Street
Navigation and General Assurance Society	—do.—
North of England Protection and Indemnity Association	James H. Lawson, 510 West Hastings Street



B. C. CEDARS



MANUFACTURING SHINGLES



LOADING B.C. SHINGLES FOR EXPORT



"COMOX"

One of the first vessels of Union Steamship Company of British Columbia, Ltd., incorporated 1889. From its beginnings as merely a service to the logging camps on the B. C. Coast, this company has developed an extensive summer passenger and excursion business. The "Catala," one of the company's modern vessels, is seen below.



The "Union" is one of many steamboat companies plying between Vancouver and points on the coast, which act as feeders to the deepsea vessels carrying from the port to all points of the compass the products of British Columbia.

REGULAR STEAMSHIP LINES

OPERATING FROM VANCOUVER

TO EUROPE:—

Line	Flag	Ports of Discharge	Service	Vancouver Agents
Blue Star Line	Br.....	U.K. and Continental Ports	Twice monthly.....	American Mail Line
Canadian-American Line.....	Chart.....	U.K. and Continental Ports.....	Monthly	Can.-American Ship- ping Co. Ltd.
Canadian Transport Co.....	Chart.....	United Kingdom	Occasional	Canadian - Transport Co. Ltd.
Chapman	Br.....	U.K. and Continental Ports	Frequent	Dale & Co.
Cie. Gle Transatlantique.....	Fr.....	Bordeaux, Havre, Antwerp, Dunkirk.....	Fortnightly	Empire Shipping Co. Ltd.
Compagnie Maritime Belge.....	Belg.....	U.K.-Continent	Monthly	Harvey Shipping Co.
Donaldson Line	Br.....	London, Liverpool, Glasgow	Fortnightly	Balfour Guthrie & Co. (Canada) Ltd.
East Asiatic Line	Dan.....	Hamburg, Hull, Newcastle, Copen- hagen	Fortnightly	B. L. Johnson, Wal- ton & Co. Ltd.
Furness Line	Br.....	London, Liverpool, Manchester, Glas- gow	Fortnightly	Furness (Pacific) Ltd.
Hamburg-America Line.....	Ger.....	Cristobal, Hamburg, Bremen, Ant- werp and Rotterdam	Thrice Monthly.....	Dingwall Cotts & Co.
Harrison	Br.....	London, Liverpool	Monthly	B. W. Greer & Son Ltd.
Inter-Ocean	U.S.....	Harvre, Antwerp, Rotterdam.....	Twice Monthly.....	Canadian Shipping Co. Ltd.
Royal Mail Steam Packet Co.	Br.....	Liverpool, *Southampton, London.....		
	Dutch.....	Rotterdam	Fortnightly	Royal Mail Steam Packet Co.
Isthmian Line	U.S.....	London, Liverpool, Avonmouth, Bel- fast, Dublin, Glasgow	Every 3 weeks.....	B. W. Greer & Son Ltd.
Johnson Line	Swed.....	U.K. and Scandinavian Ports	Monthly	C. Gardner Johnson Ltd.
Navigazione Libera Triestina	Ital.....	Barcelona, Marseilles, Genoa, Naples, Leghorn, Trieste, Venice	Fortnightly	Empire Shipping Co. Ltd.
North German Lloyd	Ger.....	Hamburg, Bremen, Antwerp	Every 2 weeks.....	Dodwell & Co. Ltd.
Fred Olsen Line	Nor.....	London and Scandinavian Ports	Twice Monthly.....	Can. Amer. Shipping Co. Ltd.
Reardon Smith Line	Br.....	London, Liverpool, Manchester, Glas- gow	Bi-monthly	T. A. Lee & Holway Ltd.

TO ORIENT:—

* If inducement offers

American Mail Line	U.S.....	Japan and China Ports and Philip- pines	Monthly	American Mail Line
Blue Funnel Line	Br.....	Yokohama, Kobe, Hongkong	Every 4 weeks.....	Dodwell & Co. Ltd.
Canadian-American Shipping Co. Ltd.	Chart.....	Yokohama, Kobe, Osaka	Monthly	Canadian - American Shipping Co. Ltd.
Canadian Pacific Steamships, Ltd.	Br.....	Honolulu, Yokohama, Kobe, Nagasa- ki, Shanghai, Hongkong, Manila.....	Every 3 weeks.....	Canadian Pacific Steamships Ltd.
Canadian Transport Co. Ltd.	Chart.....	China Ports	Monthly	Canadian Transport Co. Ltd.
Mitsui	Jap.....	Japan Ports	Frequent	Roy I. Funk
Mitsubishi Company	Jap.....	Japan Ports	Occasional	E. D. Macpherson
Nippon Yusen Kaisha	Jap.....	Yokohama, Kobe, Osaka, Nagasaki, Shanghai, Hong Kong	Every 2 weeks.....	B. W. Greer & Son Ltd.
United Ocean Transport Co.	Jap.....	Yokohama, Kobe, Osaka, Moji, Nag- oya, Shanghai	Fortnightly	Empire Shipping Co. Ltd.

REGULAR STEAMSHIP LINES OPERATING FROM VANCOUVER, B. C.—Continued

Line	Flag	Ports of Discharge	Service	Vancouver Agents
Silver-Java-Pacific Line.....	Dut.....	Marassar, Sourabaya, Samarang, Batavia, Singapore, Belawan Deli, Penang, Rangoon, Calcutta, and transhipment to South Africa, Western Australia and Queensland.	Monthly	Dingwall Cotts & Co.
Tacoma Oriental Steamship Co.	U.S.....	Yokohama, Nagoya, Kobe, Shanghai, Tsingtao, Dairen, Otaru, Hong Kong, Manila, Cebu, Ilo Ilo	Twice monthly	American Mail Line
Yamashita Kisen Kaisha	Jap.....	Principal Japan and China Ports	Frequent	Yamashita Co.

TO AUSTRALIA, NEW ZEALAND, HAWAII, FIJI:—

Australian-British Columbia Ship. Co.	Chart.....	Principal Australian Ports	Occasional	Canadian Transport Co. Ltd.
Australia Despatch Line.....	Chart.....	Principal Australian Ports	Monthly	B. C. Shipping Agencies, Ltd.
Canadian Australasian Line Ltd.	Br.....	Honolulu, Suva, Auckland, Sydney.....	Monthly	Canadian Australasian Line Ltd.
Canadian Pacific Steamships Ltd.	Br.....	Honolulu	Every 3 weeks	Can. Pac. Steamships Ltd.
Oceanic & Oriental Navigation Co.	U.S.....	Australia and New Zealand Ports	Monthly	Dingwall Cotts & Co.
Transatlantic Steamship Co. Ltd.	Swed.....	Australia and New Zealand Ports	Monthly	Empire Shipping Co. Ltd.
Union Steamship Co. of New Zealand	Br.....	Principal Australia and New Zealand Ports	Monthly	Can. Australasian Line Ltd.

TO ATLANTIC COAST, U.S. AND CANADA:—

Argonaut Line	U.S.....	U.S. Atlantic Ports	Monthly	B. W. Greer & Son Ltd.
Canadian Na. Steamships.....	Br.....	Canadian and American Atlantic Ports	Monthly	Ca. Na. Steamships
Isthmian Line	U.S.....	U.S. Atlantic Ports	Every 10 days.....	B. W. Greer & Son Ltd.

TO CENTRAL AND SOUTH AMERICA AND WEST INDIES:—

Grace Line	U.S.....	Peruvian and Chilean Ports	Monthly	C. Gardner Johnson, Ltd.
Gulf Pacific Mail Line Ltd.....	U.S.....	Puerto Colombia, Kingston, Vera Cruz, Tampico, Tampa, Houston, Mobile, New Orleans	Monthly	Dingwall Cotts & Co.
Knutsen Line	Nor.....	Principal Ports in Colombia, Ecuador, Peru and Chile	Monthly	Balfour Guthrie & Co. (Canada) Ltd.
Latin America Line	Nor.....	West Coast Central and South America	Occasional	B. C. Shipping Agencies Ltd.
Pacific, Argentine, Brazil Line	U.S.....	Buenos Ayres, Montevideo and Santos (also Bahia Blanca and Rosario (if inducement)	Every 20 days.....	Kingsley Navigation Co. Ltd.

REGULAR STEAMSHIP LINES OPERATING FROM VANCOUVER, B. C.—(Continued)

Line	Flag	Port of Discharge	Service	Agents
Vancouver West Indies				
Line	Chart.....	Port of Spain, Bridgetown, Kingston.....	Monthly	Canadian Transport Co. Ltd.
Westfal-Larson Company				
Line	Nor.....	Buenos Aires, Montevideo, Santos, Rosario, Santa Fe, Bahia Blanca.....	Monthly	Empire Shipping Co. Ltd.

TO CALIFORNIA:—

Admiral Line	U.S.....	San Francisco and Wilmington	Weekly	Pacific Steamship Co.
Kingsley Navigation Co.....	Br.....	(a) S Francisco	Weekly	Kingsley Navigation Co. Ltd.
		(b) San Pedro	Every 10 days.....	Kingsley Navigation Co. Ltd.

TO SOUTH AFRICA:—

South African Despatch				
Line	Chart.....	Algoa Bay, Cape Town, Lorenzo-Marques, Durban, East London.....	Every 4-6 weeks..	

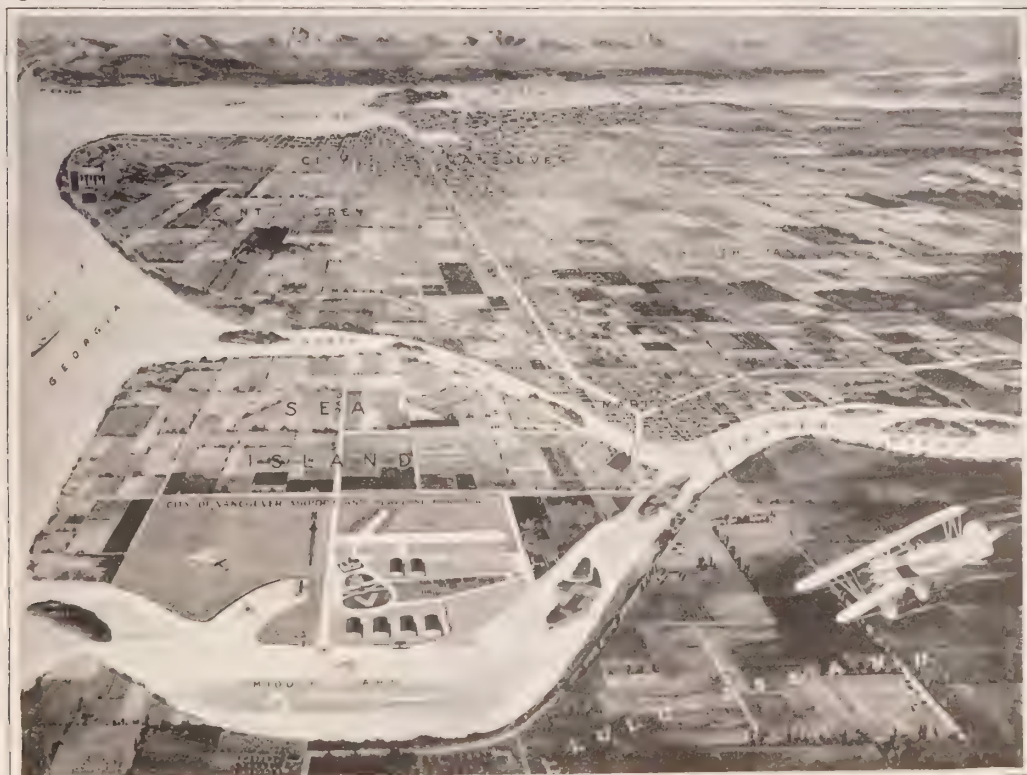
FOREIGN AND LOCAL COASTWISE:—

Admiral Line	U.S	Puget Sound Ports	Pacific SS. Co.
Border Line Trans. Co. Ltd.....	U.S	Puget Sound Ports	Dodwell & Company
Border Line Navigation Co. Ltd.	Br	B. C. Coast Points	Dodwell & Company
Bervin SS. Company	Br	B. C. Coast Points	Bervin SS. Co.
Canadian Pacific SS. Co.	Br	Puget Sound and B. C. Coast	Canadian Pacific SS. Co.
Canadian National SS. Co.	Br	B. C. Coast Points	Canadian National SS. Co.
Coast SS. Co (1922) Ltd.	Br	Puget Sound and B. C. Coast	Coast SS. (1922) Ltd.
Coastwise SS. & Bargo Co.....	Br	Puget Sound and B. C. Coast	Coast SS. & Barge Co. Ltd
Northland Transportation Co.	U.S.....	Alaska (fish only)	None
Pacific SS. Co. (Admiral Line)	U.S	B. C. Coast, principally Ocean Falls.....	Pacific SS. Co.
Union SS. Company of B. C. Ltd.	Br	B. C. Coast Points	Union SS. Co. of B. C.
Vancouver Barge Trans. Ltd.....	Br	B. C. Coast Points	Transportation Ltd.
F. Waterhouse Co. Limited.....	Br	Puget Sound and B. C. Coast	F. Waterhouse Co.





"CITY OF VANCOUVER AIRPORT AND SEAPLANE HARBOUR"



"SHOWING GEOGRAPHICAL POSITION IN RELATION TO HARBOUR AND CITY OF VANCOUVER AND ADJACENT MUNICIPALITIES."

**TABLE OF DISTANCES BETWEEN VANCOUVER AND PRINCIPAL PORTS
TRADED WITH**

Vancouver to—	TABLE OF DISTANCES	Nautical Miles	Time of Voyage		
			9 Knots	10 Knots	11 Knots
Adelaide		7,753	36 days	32 days	29 days
Aden		10,725	49	45	41
Alexandria (s)		12,271	56	51	46
Antwerp (p)		8,899	41	37	33
Astoria		280	31 hours	28 hours	25 hours
Auckland		6,205	28 days	26 days	24 days
Baltimore (p)		6,013	27	25	23
Batavia		7,369	34	30	28
Bombay		9,536	44	39	35
Bordeaux (p)		8,724	40	36	32
Boston (p)		6,290	29	26	23
Bremen (p)		9,148	42	37	34
Brisbane		6,440	29	26	24
Bristol (p)		8,624	39	35	32
Buenos Aires (m)		8,336	38	34	31
Calcutta		8,639	39	35	32
Callao		4,991	23	21	19
Cape Town (p)		10,527	48	43	39
Cape Town, via Colombo		11,017	51	46	41
Colombo		8,586	39	35	32
Copenhagen (p)		9,326	43	38	35
Galveston (p)		5,617	26	23	21
Gibraltar (p)		8,453	39	35	31
Glasgow (p)		8,742	40	36	32
Halifax		6,455	29	26	24
Hamburg (p)		9,166	42	37	34
Havana (p)		3,014	23	20	18
Havre (p)		8,720	40	36	32
Hongkong		5,800	27	24	22
Honolulu		2,409	11	10	9
Karachi		10,199	47	42	38
Kingston, Jamaica		4,777	22	20	18
Liverpool (p)		8,547	40	36	32
London (p)		8,859	41	36	33
Madras		9,721	45	40	36
Manila		5,969	27	25	22
Manzanillo (p)		2,300	10	9	8
Marseilles (p)		9,143	42	37	34
Mazatlan		2,160	10	9	8
Montreal (p)		7,260	33	30	27
Newcastle (p)		9,065	42	38	34
New Orleans (p)		5,497	25	22	20
New York		6,089	27	25	22
Panama		4,077	18	16	15
Philadelphia		6,055	27	25	22
Port Said (p)		10,353	47	43	39
Port Said (s)		12,124	56	50	46
Portland		380	42 hours	38 hours	34 hours
Quebec (p)		7,125	33 days	29 days	27 days
Rangoon		8,167	37	33	30
Rio (p)		8,345	38	34	31

TABLE OF DISTANCES—(Continued)

Table of Distances Vancouver to—	Nautical Miles	Time of Voyage		
		9 Knots	10 Knots	11 Knots
Rotterdam (p)	8,911	41	37	33
Salina Cruz	2,950	14	12	11
San Francisco	820	4	3.5	3
San Pedro	1,180	5	4.5	4
Seattle	125	14 hours	12.5 hours	11 hours
Shanghai	5,230	24 days	21 days	18 days
Singapore	7,089	32	29	26
Swansea (p)	8,586	39	35	32
Sydney	6,848	31	28	25
Valparaiso	5,938	27	25	22
Vladivostok	5,200	24	21	19
Yokohama	4,280	19	17	15

(p) via Panama Canal (s) via Suez Canal (m) via Magellan

The distance from Vancouver to Cape Flattery is 144 nautical miles, and the open sea is not reached until Cape Flattery is passed.

Practically all coastwise vessels out of Vancouver operate in inland waters, except those operating to points north of Vancouver Island, in which case a short strip of the open sea is met with in crossing Queen Charlotte Sound.



VANCOUVER HARBOUR COMMISSIONERS, VANCOUVER, B. C.

STATEMENT OF INCOME AND EXPENDITURE FOR THE YEAR ENDED 31st DECEMBER, 1931

INCOME ON REVENUE ACCOUNT:		EXPENDITURE ON REVENUE ACCOUNT:	
Piers and Wharves:		Piers and Wharves—Operation and Maintenance:	
Ballantyne Pier	\$281,140.23	Ballantyne Pier	\$ 199,443.08
Fish Wharf—7 months	23,966.26	Fish Wharf—7 months	15,278.69
Lapointe Pier and No. 1 Jetty—3 months	26,741.66	Lapointe Pier and No. 1 Jetty—3 months	21,829.94
Terminal Railway	\$ 331,848.15	Terminal Railway	\$ 236,551.71
Elevator No. 3 and Jetty	220,650.34	Elevator No. 3 and Jetty	166,099.78
Granville Island—Rentals, etc.	96,909.77	Granville Island — Operation and Maintenance	11,100.53
Harbour Dues	45,916.42		
Cargo Rates	126,136.15		11,807.79
Water Lot Rentals	469,139.83	(The above figures do not include interest, sinking fund, or depreciations.)	
Rentals	34,851.85	Miscellaneous Expenses, including administration, engineering, advertising, and general harbour expense	175,569.80
Miscellaneous Revenue	361,154.53		
Interest	23,905.71		
	39,461.43		
Total Income on Revenue Account	\$1,749,974.18		
RECEIPTS ON CAPITAL ACCOUNT		Total Operations, Maintenance, etc.	
Dominion Government Advances on loan, covering which Debentures have been issued to the Government of the Dominion of Canada under "The Vancouver Harbour Advances Act," 1927 and 1929			\$ 601,129.61
Advances to be Applied for—Debentures to be issued when advances received:	\$3,058,000.00	Interest on Debentures for the year 1931	1,039,767.53
Balance at 31st December, 1930..	\$2,823,066.88	Barge Traffic — Cost of maintaining connection with North Shore while Second Narrows Bridge closed owing to accidents	71,021.33
Balance at 31st December, 1931..	83,947.54		
Balance to deduct	2,739,119.34	Expenditure on Revenue Account	\$1,711,918.47
	318,880.66	APPROPRIATIONS OUT OF REVENUE AND SURPLUS:	
Grand Total Receipts, year 1931	\$2,068,854.84	Increase for the Year, 1931—	
BALANCE AT 31st DECEMBER, 1931:		Reserve for Depreciations and Renewals.....	\$ 94,443.12
Outstanding Accounts, etc.	\$ 180,120.54	Sundry Items not specifically chargeable against operations for the year 1931	29,233.53
Interest Due on Debentures to 31st December 1931	531,643.66		123,676.65
Reserve to Date for Depreciations and Renewals	830,968.85	EXPENDITURE ON CAPITAL ACCOUNT:	
Sinking Fund Reserve at 31st	\$2,019,754.42	Ballantyne Pier—Paved roadway, etc.	\$ 4,904.17
Add—		Grain Elevator System—	
Interest from Investments	66,995.34	Construction, etc.—storage addition	63,845.69
		Terminal Railway—Ferry slips, etc.	47,307.10
		Granville Island—New approach	20,543.74
		Real Estate—Land purchase, etc.	21,069.51
		Fish Wharf—Construction work, etc.	141,657.58
		Lapointe Pier—	
		Dredging and fill for extension	32,144.30
		Sundry Works	8,325.60
Total Outstanding at 31st December, 1931	\$3,629,482.81	Total Expenditure on Capital Account	339,797.69
Total Outstanding at 31st December, 1930	5,515,869.01	Grand Total Expenditure Year 1931	\$2,175,392.81

BALANCE AT 31st DECEMBER, 1931:
Outstanding Accounts Receivable, etc. \$ 193,806.89
Advances Due from Ottawa on authorized expenditure to date 83,947.54
Burrard Inlet Tunnel & Bridge Company 100,000.00
Operating Assets 580,393.71
Investments 1,141,028.79
Sinking Fund Assets 1,554,950.60
Cash in Bank and on Hand 63,735.94

Total Balance 31st December, 1931 \$3,717,863.47
Total Balance 31st December, 1930 \$5,747,108.74
Deduct—
Sundry Items transferred to Capital Account 36,321.10 5,710,787.64

Difference in Balance to Deduct 1,992,924.17
\$ 182,468.64

Verified:
WILSON & WILSON, C.A.,
Auditors.

Balance of Outstanding to Deduct 1,886,386.20
\$ 182,468.64

Certified:
C. L. WHITE,
Comptroller.
Certified:
W. D. HARVIE,
Secretary.

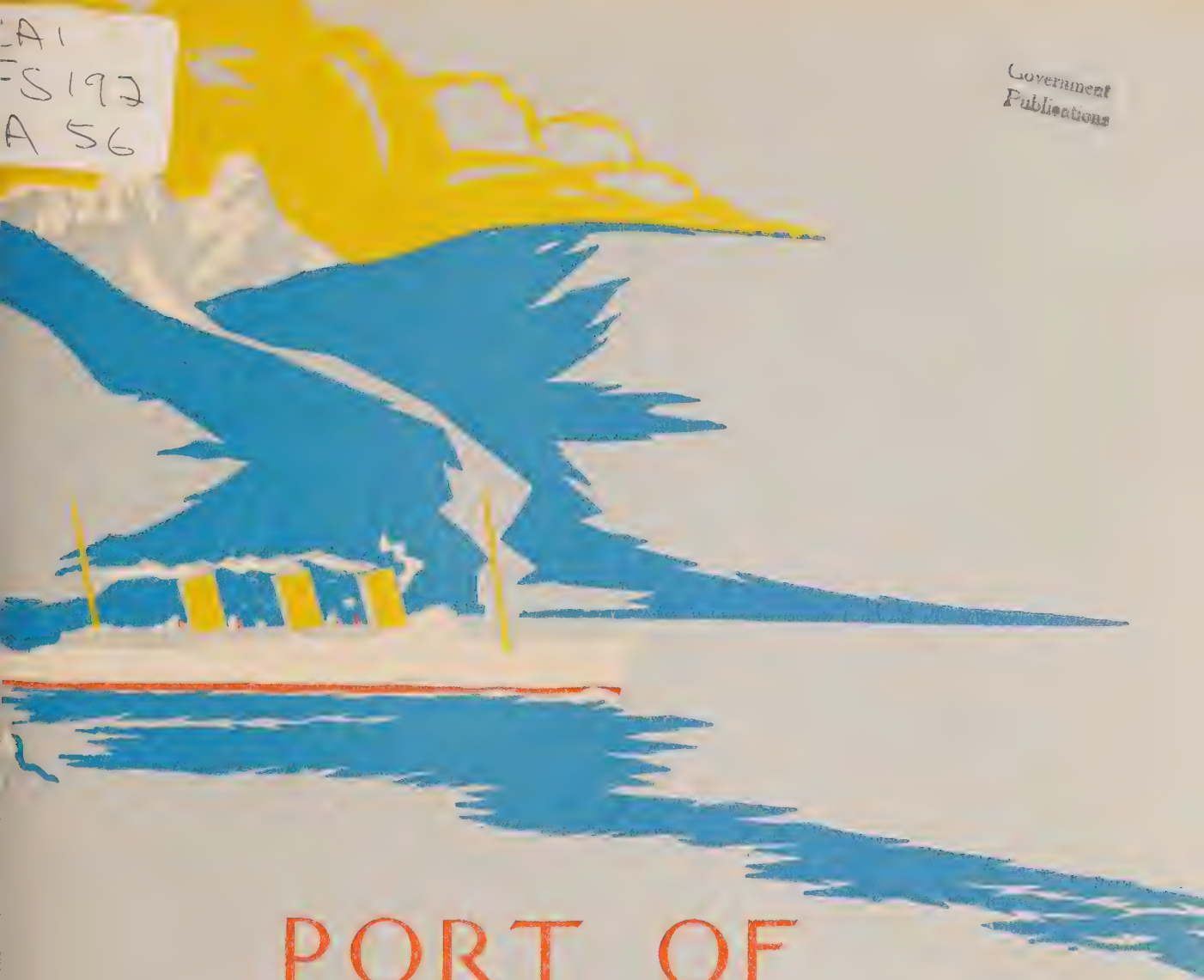
Vancouver, B. C.
24th February, 1932.

INDEX

	Page
Review and Prospect, 1931	3
Constitution of Commission	15
Harbour limits	16
Wireless service	16
Vessels entering harbour	16
Customs requirements	16
Charges for Harbour Services and Port Facilities	17
Including pilotage, handling lines, gear hire, fuel, light, water, fumigation, Port Warden's inspection, etc.	
Harbour dues	19
Cargo rates	19
Stevedore and longshore regulations and rates	19
Specimen charges on cargo of 200,000 bus. of grain	19
Railway services	20
Piers and wharves	20
Freight car ferry services	24
Grain Elevators	25
Dry docks and marine ways	25
Anchorage	25
Industrial sites	26
Statistics	29
Including number, tonnage and nationality of vessels entering and clearing, exports and imports of principal commodities, trade by countries, passengers, etc.	
Marine Surveyors	41
Ships' Protection Clubs	41
Regular Steamship Lines	44
Table of distances between Vancouver and principal ports	48
Statement of income and expenditure, 1931	50
Map of harbor.	

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Government
Publications



PORT OF
VANCOUVER
BRITISH COLUMBIA
1932



PORT of VANCOUVER

British Columbia



1932

PERSONNEL *of* HARBOUR COMMISSION

PRESIDENT

S. McCLAY

COMMISSIONERS

J. B. THOMSON and R. D. WILLIAMS



OFFICES OF THE VANCOUVER HARBOUR COMMISSIONERS,
DUNLEVY AVENUE



8 9-43

ACTING SECRETARY

W. J. ENWRIGHT

Vancouver Harbour Commissioners
Vancouver, B.C.

*To The Hon. Alfred Duranleau,
Minister of Marine,
Ottawa.*

Sir:

In compliance with the requirements of Section 36 of "The Vancouver Harbour Commissioners Act," a Report of Operations for the calendar year 1932 is herewith respectfully submitted.

*We have the honour to be,
Sir,*

Your obedient servants,

S. McCLAY, President.

J. B. THOMSON, Commissioner.

R. D. WILLIAMS, Commissioner.



VIEW OF VANCOUVER HARBOUR LOOKING WEST



VIEW OF VANCOUVER HARBOUR LOOKING EAST



MARINE BUILDING—HUB OF MARITIME COMMERCE

Located here are the offices of the Board of Trade, Merchants' Exchange, Grain Exchange and many other shipping and insurance interests

ANNUAL REPORT

VANCOUVER HARBOUR COMMISSIONERS

1932

HISTORY

The Port of Vancouver was named after Capt. Geo. Vancouver, R.N., who in 1792, on a voyage of exploration on H. M. S. "Discovery," sailed into the Gulf of Georgia, through the Narrows to Burrard Inlet and located in the shelter of timber-clad, snow-capped mountains, the harbour that was destined to become the scene of so much commercial activity. A nautical survey of Burrard Inlet was made in 1860 by Capt. George Henry Richards, of H. M. S. "Plumper."

The commercial use of Vancouver as a port dates back as far as 1865 when the lumber business began to be developed on its shores, and so rapid was the progress along that line that old records show fifty vessels sailed from the Port with cargoes of lumber in 1876.

Incorporated as a City on April 6, 1886, Vancouver was completely wiped out by fire in June of the same year. At that time the population was about 2000. Rebuilding was begun immediately, and since that date almost unbelievable growth has taken place; huge piers, docks, grain elevators and tall skyscrapers have been built. Much of this progress has been due to the development of the harbour. Millions of dollars have been spent on waterfront development.

The population of Greater Vancouver, including Burnaby, North Vancouver and West Vancouver is now 290,816.

THE HARBOUR

Vancouver has one of the largest and most beautiful harbours to be found anywhere in the world. The harbour entrance is known as the "Lions' Gate" from the fact that twin mountain peaks, closely resembling couchant lions, overlook the harbour and the city. The harbour is entirely land-locked and undisturbed by wind from any direction, and is entered from the sea by a channel of sufficient depth and width to permit the largest vessels afloat to enter. There is good anchorage for vessels handling cargoes in the stream.

The total area of the harbour is 48.78 square miles, with a length of shore line of 98 miles.

The harbour is divided into three parts, the outer harbour lying west of the First Narrows, the central part where most of the shipping is concentrated, and the part east of the Second Narrows. The central part has approximately ten miles of waterfrontage with a maximum width between north and south shores of two and one-quarter miles.

Along the waterfront on both the north and south shores of the central part of the harbour are piers, docks, grain elevators, lumber mills, meat packing plants, cold storage and refriger-

ating plants, drydocks and shipbuilding plants, iron foundries, sugar refinery, factories for the manufacture of cans, paper products and various other lines.

East of the Second Narrows the harbour extends for a distance of nine miles to Port Moody. In this section are lumber mills, oil refineries and storage plants, etc.

In the False Creek area are box factories, structural steel and engineering works, lumber mills, sash and door factories, etc., and throughout the city are modern plants for the manufacture of a great variety of products.

The Port of Vancouver is known as Canada's "Gateway of the Pacific," most of Canada's rapidly increasing imports and exports from and to the Orient, India, Australia, New Zealand, etc., passing through this Port.

The Port is open to navigation all the year round, is Canada's greatest all-year port, and at the present time has the largest grain elevator storage of any ocean port in the world.

Ships from all over the world sail into this magnificent harbour, and the most varied cargoes are handled through the port, including bulk grain, flour, silk, canned goods of all kinds, lumber, logs, shingles, paper products, fresh and salt fish, fish oil, fish meal, wool, livestock, fruit, sugar, smelter products, etc. The enormous and varied import trade affords excellent opportunity to shipowners to secure freights in both directions.

There is extensive warehouse and cold storage accommodation at the Port.

The Port of Vancouver is served by twenty-one deepsea steamship lines to Great Britain and Continental ports, and a further thirty lines to the Orient, Australasia, United States Atlantic ports, South America, South Africa, etc., as well as two steamship lines to California and thirteen steamship lines operating coastwise locally. Within the harbour there are ferry services to the north and south shores.

There is direct passenger service to the United States, Orient, Honolulu, Philippine Islands, Australia, New Zealand, South America, and through the Panama to the United Kingdom, France, Germany, Italy, Holland, Belgium, Scandinavian ports, and other countries.

In addition to the drydock on the north shore there are submarine ways affording every convenience to ships when docking is required.

On the waterfront there are seven grain elevators, equipped with every modern device for cleaning, drying, and loading grain, with a total storage capacity of 17,843,000 bushels. This is in addition to the storage for domestic business of 625,000 bushels. There are nineteen grain loading ships' berths.

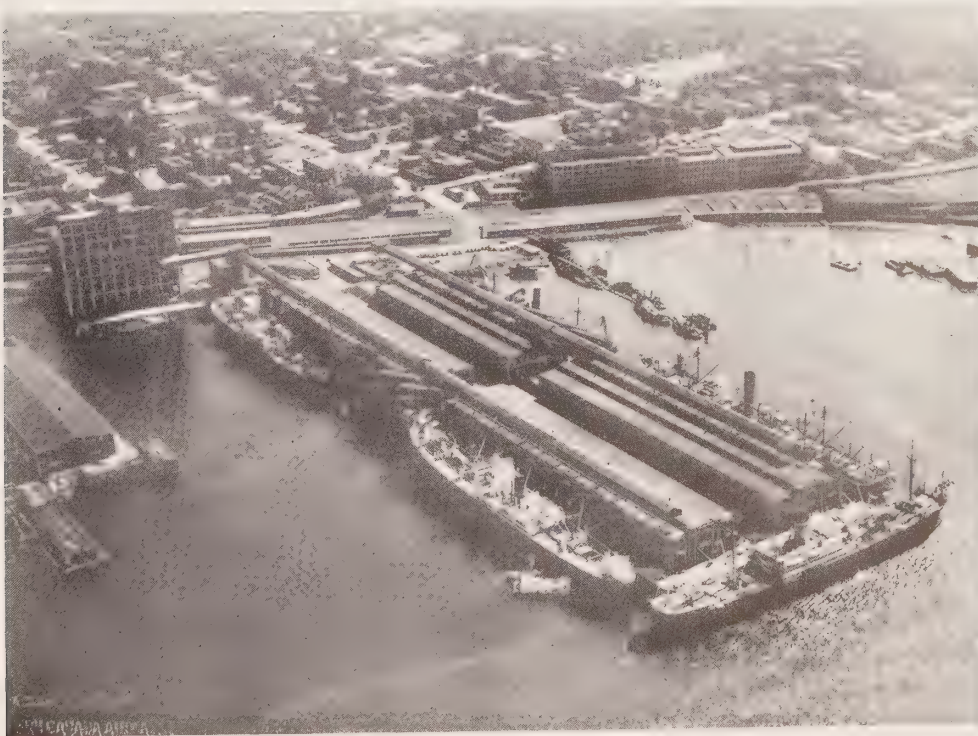
The Port of Vancouver has an enviable reputation for the quick despatch of ships loading general cargoes as well as lumber and grain. The facilities at the port for the prompt and economical handling of inbound and outbound cargoes are unquestionably among the best on the Pacific Coast. Ships can be served with grain at the same pier they discharge and load general cargo, saving the expense and loss of time involved moving from one pier to another. Piers and wharves are of the most modern fireproof construction. In the harbour are located cranes for the handling of lifts up to one hundred tons.

In addition to the two all-Canadian transcontinental railway lines, the Canadian National Railways and the Canadian Pacific Railway Company, the port is served by the Pacific Great Eastern Railway to points in the interior of the Province, and the Great Northern Railway of the United States. The British Columbia Electric Railway Co. Ltd. serves the port locally and the Fraser Valley.

All waterfront properties have rail connection served by the Vancouver Harbour Commissioners' Terminal Railway, the Canadian Pacific Railway and the Canadian National Railways. The Terminal Railway acts as a delivery line for all Canadian National traffic to and from Vancouver, and also serves the industries on the north shore exclusively. The Terminal Railway switching locomotives are the most up-to-date.

A modern fireboat is part of the equipment of the Vancouver Harbour Commissioners, who also maintain an efficient Harbour patrol service.

The Port of Vancouver is administered by the Vancouver Harbour Commissioners.



BALLANTYNE PIER



LOADING LUMBER AND GRAIN AT LAPOINTE PIER AND No. 1 JETTY

A REVIEW OF 1932

While 1932 has been the most difficult year experienced by many lines of industry in British Columbia, in reviewing the trade through the Port of Vancouver it is gratifying to note that the revenues of the Commissioners are much the same as last year; more ocean-going vessels entered and cleared from the Port than the preceding year; exports of grain were in excess of any year in the history of the Port and practically double those of 1931; exports of Flour showed a decided increase, as did also Shingles, Newsprint, Lead and Apples. In spite of the intensive competition from Japan and Russia the exports of canned fish showed only a slight decrease. The most perceptible decrease was that of lumber, which in the closing months of the year showed a very marked improvement over the earlier months.

Due to the increased production of grain in the Prairie Provinces, and the greater movement by the western route, it was found necessary to increase the storage facilities of the Port by additions to three of the grain elevators of a total of 1,615,000 bushels.

Additional trackage of .55 miles was provided for the Terminal Railway between Heatley and Dunlevy Avenues to accommodate 105 cars. Further work is now being proceeded with which will give additional storage for 240 railway cars.

The fill for the 300-foot extension to the Lapointe Pier, which was commenced in 1931, was completed in the spring of 1932. Settlement having been completed, work was commenced in December on the construction of the extension, which is expected to be ready for use by early summer.

TONNAGE

A total of 15,981 vessels of all classes entered the Port during the year 1932, with a net tonnage of 11,082,902 tons. In the deepsea class 1,123 vessels of 4,501,754 net tonnage entered as against 1,036 for 1931, with a net tonnage of 4,031,192. The tonnage of coastwise vessels shows a decrease, largely due to the discontinuance of the Canadian National Steamships from the Vancouver-Victoria-Seattle triangle service.

PASSENGER TRAFFIC

7,633 passengers disembarked from deepsea vessels and 323,303 from coastwise steamers, making a total of 330,936.

A total of 3,860,391 passengers were handled by the ferries within the limits of the harbour.

FOREIGN EXPORTS AND IMPORTS

We are pleased to report an increase in the Export tonnage for the year, the figures for 1932 being 4,363,090 tons, as against 3,717,091 tons for 1931. Exports to the United Kingdom, Holland and Belgium all show an increase for the year.

The total Imports for the year amounted to 2,862,765 tons as against 3,575,614 tons for 1931.

EXPORTS

GRAIN:

The total exports of Canadian-grown grain for 1932 were 105,006,925 bushels, as against 70,841,445 for 1931, an increase of 34,165,480 bushels. On page 20 are given further details of the grain trade.

FLOUR:

Exports of flour were higher than for the previous year. For 1932 exports totalled 1,075,761 barrels, as compared with 1,058,325 barrels for 1931. There is a noticeable increase in the shipments to the United Kingdom, China and the Philippine Islands, but a decrease in the shipments to Japan.

LUMBER AND LOGS:

Exports of lumber, logs, piles and lath, through the Port of Vancouver, amounted to 213,573,796 feet B.M.

Exports of lumber from all British Columbia ports for 1932 totalled 446,889,543 feet B.M., while the export of logs, piles and poles were 165,764,683 feet B.M. For 1931 the figures were: Lumber 566,129,250 feet B.M., and for logs, piles and poles 218,071,030 feet B.M.

1932 has been a most trying year for British Columbia lumbermen due to the general economic conditions and to depreciated currencies of countries which in former years were large buyers.

There was a falling off in the exports to the United States during the year caused by an increase in the United States tariff, but an encouraging gain in exports to Empire countries and to foreign destinations other than the United States. The 10% tariff imposed by Great Britain on lumber from non-British countries has benefitted exports from British Columbia this year, and the closing months of the year showed a marked increase in exports of lumber to the United Kingdom. Since the passing of the treaty with Australia shipments of lumber have increased nearly three times over the same period last year.

SHINGLES:

Exports of Shingles for 1932 were more than double those of last year. 530,790 bundles were exported for 1932, as against 219,994 bundles for 1931.

PAPER AND PULP:

The total of Newsprint, Kraft and Pulp shipped through the Port of Vancouver was 42,209 tons for the year, but it must be remembered that large quantities of these commodities are shipped direct from the paper and pulp mills on the Coast. The total exports for all British Columbia ports, including shipments through Vancouver, was 257,318 tons.

CANNED FISH:

For the calendar year of 1932 exports of canned salmon totalled 915,753 cases and 16,915 cases of canned Pilchards. Exports for 1931 were 927,409 cases of canned salmon and 10,211 cases of Pilchards.

In the month of November twenty-eight ocean-going vessels carried 62,700 cases of canned salmon from the Port.

FISH:

24,653 tons of fresh, frozen, salt and cured fish were exported. Due to the unsettled marketing conditions in the Orient the export of Drysalt Herring was a mere fraction of former years. In other years large quantities were shipped to China.

FISH OIL:

The European market has taken the bulk of the British Columbia Pilchard Oil for the past season, whereas in previous years most of it moved by rail to points in Eastern Canada and the United States. For this reason the storage tanks at Lapointe Pier have been used to a greater extent for assembling shipments for transfer to ocean vessels en route to European ports. 476,449 gallons of oil have been handled through the tanks, and in addition 234,179 gallons of oil have been transferred from coasting vessels direct to ocean carriers at Lapointe Pier.

The total of fish oil exported from all British Columbia plants was 1,333,948 gallons. Of this 1,200,000 gallons were shipped to Europe and 133,948 gallons to Eastern Canada.

FISH MEAL:

8,384 tons of Fish Meal was exported through the Port of Vancouver. The total exported from all British Columbia plants was 8,603 tons, of which 3,750 tons were shipped to Europe and 3,150 tons to the United States Pacific ports, and the balance to Eastern Canada.

CANNED MILK:

69,105 cases of canned milk were exported for the year. Of this total 19,961 cases were shipped to the United Kingdom, 18,556 cases to China, and the balance to fifteen different countries.

APPLES:

104,157 boxes of apples were exported during 1932, as compared with 81,858 boxes in 1931.

(It is interesting to note that at the Imperial Fruit show held at Birmingham, England, in 1932, five first prizes were awarded to a British Columbia grower, and the Agent-General's cup was also won by British Columbia.)

LEAD AND ZINC:

36,774 tons of Lead and 18,514 tons of Zinc were exported in 1932. Of this total 19,111 tons of Lead and 5,277 tons of Zinc were shipped to the United Kingdom.

WOOL:

There have been several small shipments of Alberta and British Columbia wool routed to the United Kingdom during the year. In previous years this had gone east by rail for shipment. Prior to shipment the wool was compressed on the dock by the shippers, who use a portable baling machine for this purpose.

CATTLE:

Ayrshire cattle from British Columbia, specially selected, have been shipped to the Orient during the year. Many Provincial breeders have contributed to the shipments which were examined by veterinarians for the Dominion Department of Agriculture.

BEEES:

In November a shipment of approximately 4,680,000 Bees from Taber, Alberta, passed through the Port destined for Canton, China. The Bees were shipped in 117 boxes of about 40,000 each, and were kept at an even temperature during the voyage. Should Canadian Bees prove successful in the warm climate of south China, it is thought a good market for Canadian apiarists may be opened up.

IMPORTS**FLOUR:**

One noticeable factor for the year was the increase in the importation of Australian Flour, chiefly due to the preference arrangements now existing between Australia and Canada. In 1931 importation of Flour from Australia was 346½ tons, while for 1932 the total was 1,013½.

RAW SILK:

82,279 bales of Raw Silk passed through the Port during the year.

JAPANESE ORANGES:

Vancouver remains the principal port of entry on the Pacific Coast for Japanese Oranges. 551,717 boxes were landed. Vancouver and vicinity absorbed a good portion of these, the balance going East by rail.

BANANAS:

A feature of the past season has been the movement of Bananas from Central America by water. These have been picked up enroute by refrigerator vessels during the voyage from Europe to Vancouver. The majority have been consumed locally, but a portion of each shipment has gone forward to Prairie points.

CORN:

Importations of Corn or Maize from South Africa amounted to 8,426 tons.

DRIED FRUITS:

10,880 tons of Dried Fruits were imported for the year. Of this total 6,270 tons were brought in from the United States and 4,497 tons from Australia. The shipments from Australia showed quite an increase over last year.

CANNED GOODS:

Two-thirds of the Canned goods, comprising fruits and vegetables, which were imported were brought in from Eastern Canada.

IRON AND STEEL:

Imports of Iron and Steel from the United Kingdom showed an increase.



DAIRY CATTLE AT BALLANTYNE PIER FOR SHIPMENT TO HONG KONG



LOADING OKANAGAN APPLES AT BALLANTYNE PIER



S.S. PROTESILAUS OF THE BLUE FUNNEL LINE

Gross Tonnage, 9,547; Freight and Passenger

REPORT OF ENGINEERING DEPARTMENT

For the Year 1932

EXTENSION TO LAPOINTE PIER

The major work for the year was the commencing of the proposed extension to the Lapointe Pier. This extension, when completed, will be 300 feet wide and 300 feet long. From the outside appearance it will follow the design of the existing structure.

FOUNDATION WORK:

The work of removing the mud from the site before placing the gravel foundation fill was commenced February 10th, 1931, and completed January 9th, 1932. After removal of the mud, the contract was let for the placing of the gravel fill to act as a foundation for the superstructure. This fill was commenced January 20th, 1932, and is now nearing completion. The rock toe, which protects the fill from erosion, was commenced February 10th, 1932, and is still proceeding.

CRIB CONSTRUCTION:

Two cribs were constructed during the year. No. 1 crib was launched on December 20th, and No. 7 crib on December 27th.

The general size of the cribs will be 51' wide by 100' long by 38'6" high, faced on the water side with two feet of reinforced concrete and the other three sides, which will eventually be in the fill, will be covered with creosoted wood sheathing.

There are eight cribs in number and when these are placed a concrete gravity retaining wall will be constructed around the entire structure. The height of this retaining wall above the timber crib will be 17'9" with a width at the base of 13'6".

The centre between the cribs and the cribs proper will be filled to cope level with sand.

BALLANTYNE STORAGE YARD

During the year reclamation was carried out to form an extension to the Ballantyne Storage Yard west, and tracks were laid to accommodate 105 cars.

An extension of the quay wall timber bulkhead running westerly from Ballantyne Pier has just been completed and in the near future a backfill will be made, after which further accommodation for 240 railway cars will be provided.

GRAIN ELEVATOR STORAGE

During the year an additional annex has been constructed at the No. 1 Elevator to add a further 465,000 bushels to the capacity of the Elevator. This addition is now in operation. A further addition of 1,000,000 bushels storage has been added to the No. 3 Elevator and is now in operation.

GARAGE AND WORKSHOP AT BALLANTYNE PIER

A garage and workshop at the Ballantyne Pier was constructed for the accommodation and repair of jitneys, etc., operated on the Ballantyne Pier and a complete but small workshop has been installed.

ROADWAYS OWNED AND MAINTAINED BY THE COMMISSIONERS

Some additional concrete roadway was laid at Granville Island and considerable maintenance undertaken on the existing roadways which were constructed some years ago.

General maintenance was also carried out on all other roadways leading to the Commissioners' properties on the waterfront.

TERMINAL RAILWAY

During the year a considerable number of tie replacements were made on tracks and spurs and by reason of the extension to No. 1 Elevator it was necessary to make alterations to the tracks at Lapointe Pier Yard, all of which were carried out with Commissioners' track gangs.

GENERAL MAINTENANCE

No. 1 JETTY:

Considerable repairs were made to the No. 1 Jetty during the year, particularly in regard to the replacing of new pile bents and caps. All replacements were made with creosoted lumber. A number of grain spout supports, originally of timber, were replaced with steel "I" beams.

LAPOINTE PIER:

The annual underwater inspection was made and certain underwater repairs were necessary, all of which were carried out with the services of a diver. A number of posts in the shed had to be renewed due to dry rot setting in at the base. The usual repairs to eave troughs and scraping and painting of iron and wood work was carried out during the year.

BALLANTYNE PIER:

An inspection of certain of the concrete retaining walls under the Ballantyne Pier was found to be defective and necessary repairs were made. A number of cylinder protection timbers and walings were replaced and additional concrete sumps were installed to assist in the drainage of the Pier. All cranes were overhauled and repairs were necessary, and a considerable amount of scraping and painting of woodwork and steel was carried out through the year.

The usual repairs to roofs, shed doors, sprinkler systems, elevators, pipe lines, etc., were made and at this time are all in satisfactory condition.

No. 3 JETTY:

A number of renewals of dolphins and fender piles were made to the Jetty during the year. Also repairs were made to the crib which was placed some years ago and has proved very satisfactory.

The usual maintenance was carried out on conveyor gallery roofs, roads and water lines.

CAR BARGE FERRY SLIPS (North and South Shores):

Due to the heavy wear and tear on these slips during the year it was necessary to strengthen same with additional piling, etc., and also dolphins have had to be replaced for the same reason. Both slips are now in good state of repair.

V. H. C. FISH DOCK:

Ships' supply lines were extended, drain valves attached and truss rods and bolts in structure were tightened up and general maintenance carried out throughout the year.

The ice storage room was enlarged to provide 175 tons additional storage.

GRANVILLE ISLAND:

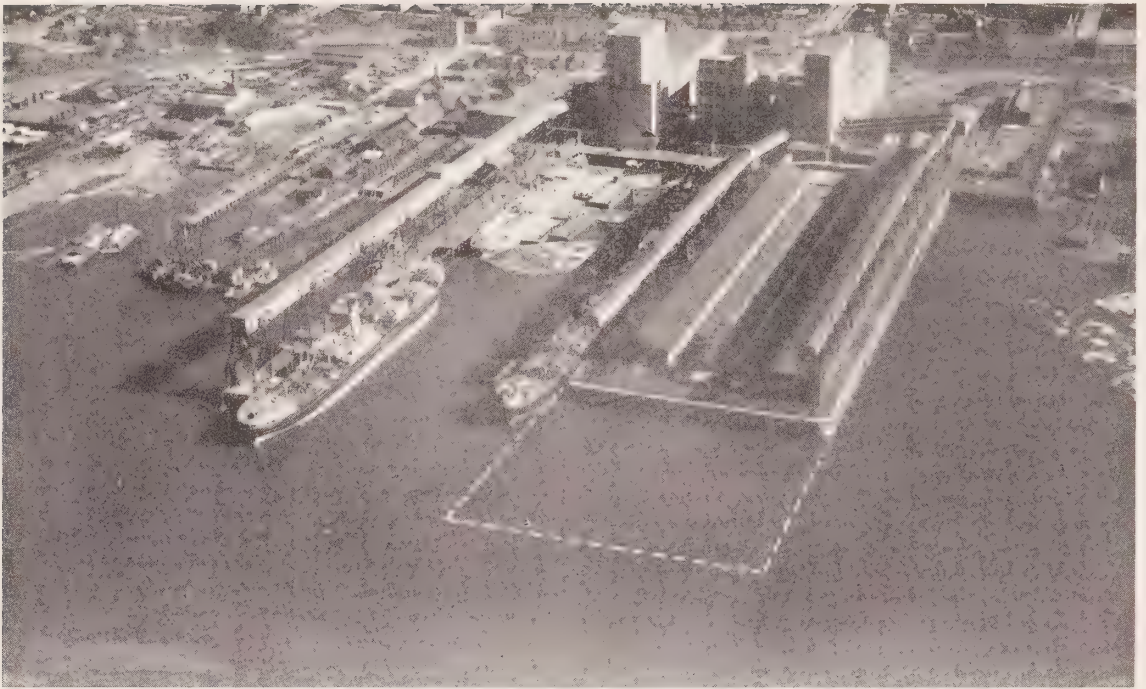
A flight of stairs leading from Granville Island to Granville Street Bridge was renewed during the year and general maintenance to roads, water service, sewers, etc., were made from time to time as necessity arose.

JAPAN DOCK—NORTH VANCOUVER:

Comparatively little maintenance was necessary on the Japan Dock during the year. However, certain renewals of deck planking were made and repairs to water lines, etc., carried out.

WATERFRONT ROADWAY (East of Victoria Drive):

It was necessary to make an additional gravel berm on the water side of the roadway to protect the road from the effects of erosion due to high tides and winds during the year.



LAPOINTE PIER AND No. 1 JETTY

The dotted lines shown on this aerial picture indicate the 300-foot extension to Lapointe Pier, now under construction. When completed the Pier will be 1,100 feet long and will be able to berth five of the largest freighters afloat, two on each side and one across the end.



ONE OF THE CRIBS UNDER CONSTRUCTION FOR LAPOINTE PIER EXTENSION

GENERAL:

Minor repairs and maintenance were carried out at Prospect Point Signal Station, Customs Boat House, Immigration Float, Heatley Avenue Wharf, and Fireboat Wharf at Dunlevy Avenue, all of which are now in a good state of repair.

BENCH MARK SURVEY:

During the year the bench mark survey was carried forward and a number of concrete monuments were established on strategical points along the waterfront, with the object of establishing a permanent high water mark. The work is still proceeding as time will permit.

DRAUGHTING OFFICE—WORK DURING THE YEAR:

Twenty-eight new sectional maps were prepared of the North Arm and twenty-eight sectional maps of Burrard Inlet were revised and brought up to date.

All leases and quit claim plans were revised and statement of insurance for valuation purposes was prepared.

A number of various plans and estimates required by the Commissioners were carried out during the year.

H. W. FRITH,
Chief Engineer.



BULKHEAD AND FILL FOR TERMINAL RAILWAY YARD EXTENSION BETWEEN HEATLEY
AND DUNLEVY AVENUES

REPORT OF HARBOUR MASTER

FIREBOAT:

The operation of the Fireboat "Orion" has been in all respects entirely satisfactory. Sixteen firecalls were responded to during the year, most of which were in the nature of preventative calls, but at one serious fire on June 11th, when the Capilano Lumber Mill on the north shore was destroyed, the "Orion" undoubtedly prevented a really serious waterfront fire.

The services of the "Orion" have been recognized by the Board of Fire Underwriters who consider the vessel a valuable assistance in the case of waterfront fires, and as a consequence rates have been reduced, based on the distance of the property from the water.

SIGNAL STATION:

During 1932 Prospect Point Signal Station reported in and out 53,000 vessels of all classes from liners to small fishing boats.

A life boat is maintained on the shore adjoining the Signal Station and manned by the signalmen at Prospect Point.

HARBOUR SERVICES:

There are two workboats constantly employed in the harbour, the M.V. "Brockton" and M.V. "Burnaby."

The "Brockton" patrols Burrard Inlet, making a daily inspection of vessels at all berths and at anchor. In addition to attention to "aids to navigation" and patrol work the "Brockton" recovered during the year 21 boats and 15 log rafts, besides keeping the harbour clear of all floating debris.

The "Burnaby" performs similar service in False Creek but in place of supervising ships berths maintains clear fairways.

Mooring buoys are maintained for service to scows and booms while waiting a favorable tide in English Bay and Burrard Inlet.

A Compass Adjustment Buoy was placed for the service of small boats requiring to obtain compass deviations or adjustment. No charge is made for the use of the buoy.

A. H. REED,
Harbour Master.

THE GRAIN TRADE OF THE PORT

The first shipment of grain was made from the Port of Vancouver, B.C., in 1909 consisting of 50,000 bushels sacked; the first shipment of bulk grain was made in 1921 when half a million bushels passed through the Port.

For the calendar year of 1932 exports of grain totalled 105,006,925 bushels as compared with 70,696,935 in 1931.

A new high daily record for the movement of grain from the Port was set on December 6th, 1932, when 1,327,442 bushels were loaded into ships. This breaks the previous high mark of 1,225,000 bushels made in 1928-29 crop year.

On January 16, 1933, a new record was set for grain loading from the Port when 299,600 bushels, equal to 8025 long tons, were loaded to the British M.S. "Nimoda" in 7 hours and 15 minutes. Including the work of loading and trimming the ship for sea the whole operation took 10 hours and 10 minutes.

During the month of December more than thirteen million bushels of grain was shipped, largely to the United Kingdom and the Continent to set an all-time record for the Port.

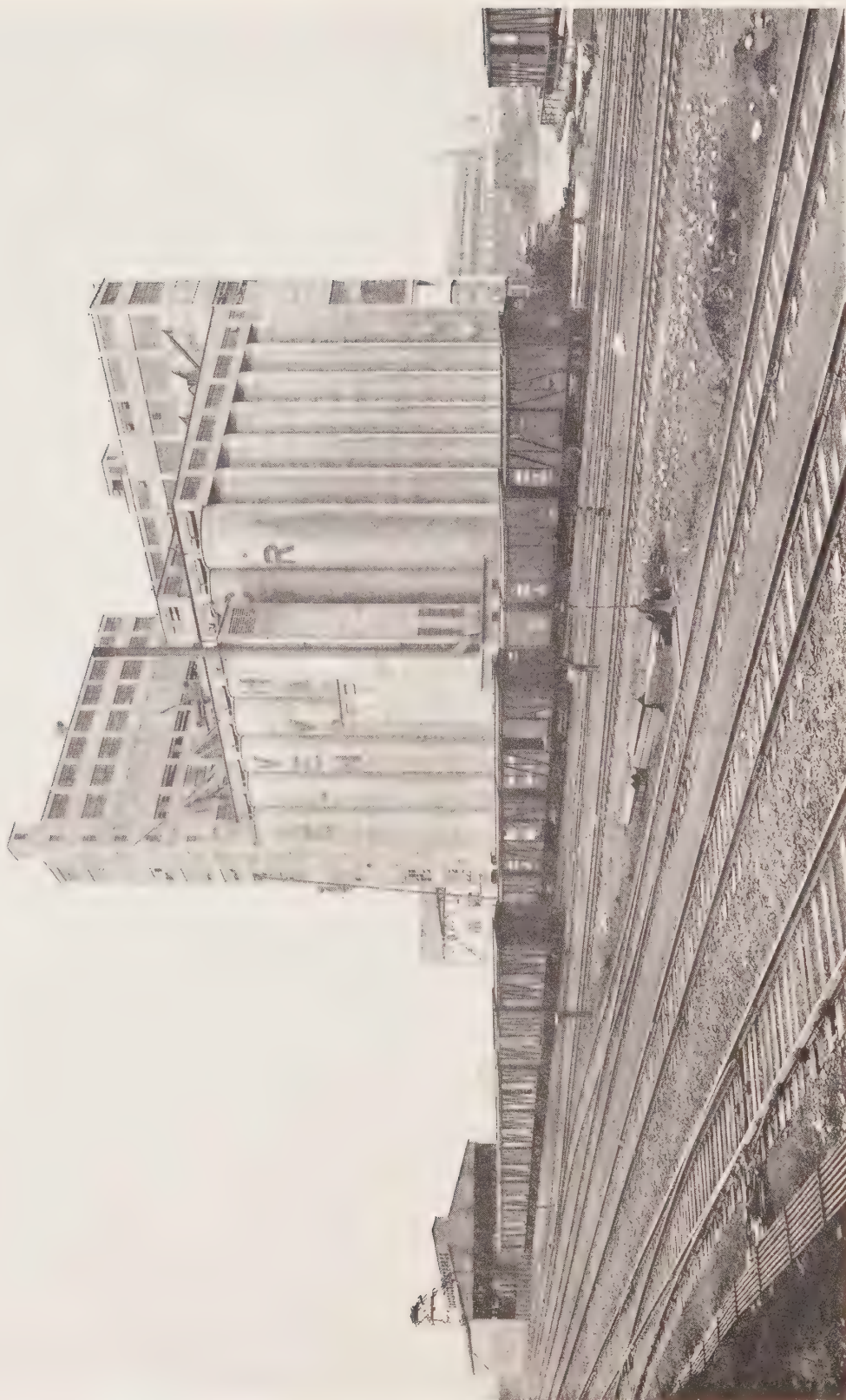
Vancouver is now Canada's premier port in the export of grain, and being open to navigation for the entire year has an advantage over some of the other Canadian ports.

The development of the grain handling facilities at the Port of Vancouver has done much to retain the movement of Canadian grain by Canadian railroads and through Canadian ports. With a total grain elevator capacity of 17,843,000 bushels the Port of Vancouver has nearly double that of the United States Pacific Coast grain elevators. The combined capacity of the elevators at Seattle, Tacoma, Portland, Oakland and Los Angeles is 9,945,800 bushels.

How great was the foresight of those who advocated the movement of grain by the western route may best be judged from figures received from the Statistical Department of the Board of



VANCOUVER HARBOUR COMMISSIONERS' No. 1 ELEVATOR, CAPACITY, 4,335,000 BUSHELS



VANCOUVER HARBOUR COMMISSIONERS' No. 2 ELEVATOR, CAPACITY 1,625,000 BUSHELS

Grain Commissioners, that out of a total of 173 million bushels of Canadian wheat exported for the crop year, (Aug. 1, 1931 to July 31, 1932) there was shipped:

Through the Port of Vancouver.....	76 million bushels or 44%
Through Eastern Canadian ports.....	64 million bushels or 37%
Through United States ports.....	33 million bushels or 19%

At one time as much as 67% of Canada's wheat was handled through United States ports.

It is significant to note the increased movement of wheat to the United Kingdom, due to the preference accorded Canadian wheat when shipped through Canadian ports, as an outcome of the agreements entered into at the Imperial Economic Conference held at Ottawa in 1932.

There was a marked increase in the movement of coarse grains. For the year exports totalled 7,431,202 bushels of Oats and 2,242,390 bushels of Barley. For 1931 the figures were: Oats, 2,567,374 bushels and Barley, 66,042 bushels.

A new business for the Port in the past year was the export to the United Kingdom of 28,154 tons of Mill Feed, Bran, Shorts, etc., classified under grain products.

Of interest too is the fact that several shipments of wheat left the Port in December destined for Greece, formerly a considerable buyer of Canadian wheat. After two years, prohibitive restrictions on the importation of Canadian wheat have been removed.

During August, 1932, the Parliament of Canada passed an Act reducing the charges for storage of grain at Elevators.

THE PORT FACILITIES FOR THE HANDLING OF GRAIN

The facilities at the Port of Vancouver for the handling of grain are the most up-to-date. No effort has been spared to ensure speedy handling; Elevators are equipped with cleaning and grading facilities; Driers are installed with a capacity of 6000 bushels per hour, and unloading facilities permit of the handling into Elevators of a total of 186 cars per hour. Cars can be unloaded at the Elevators at the average rate of fifteen minutes each. At No. 1 Elevator car dumps are used instead of power shovels.

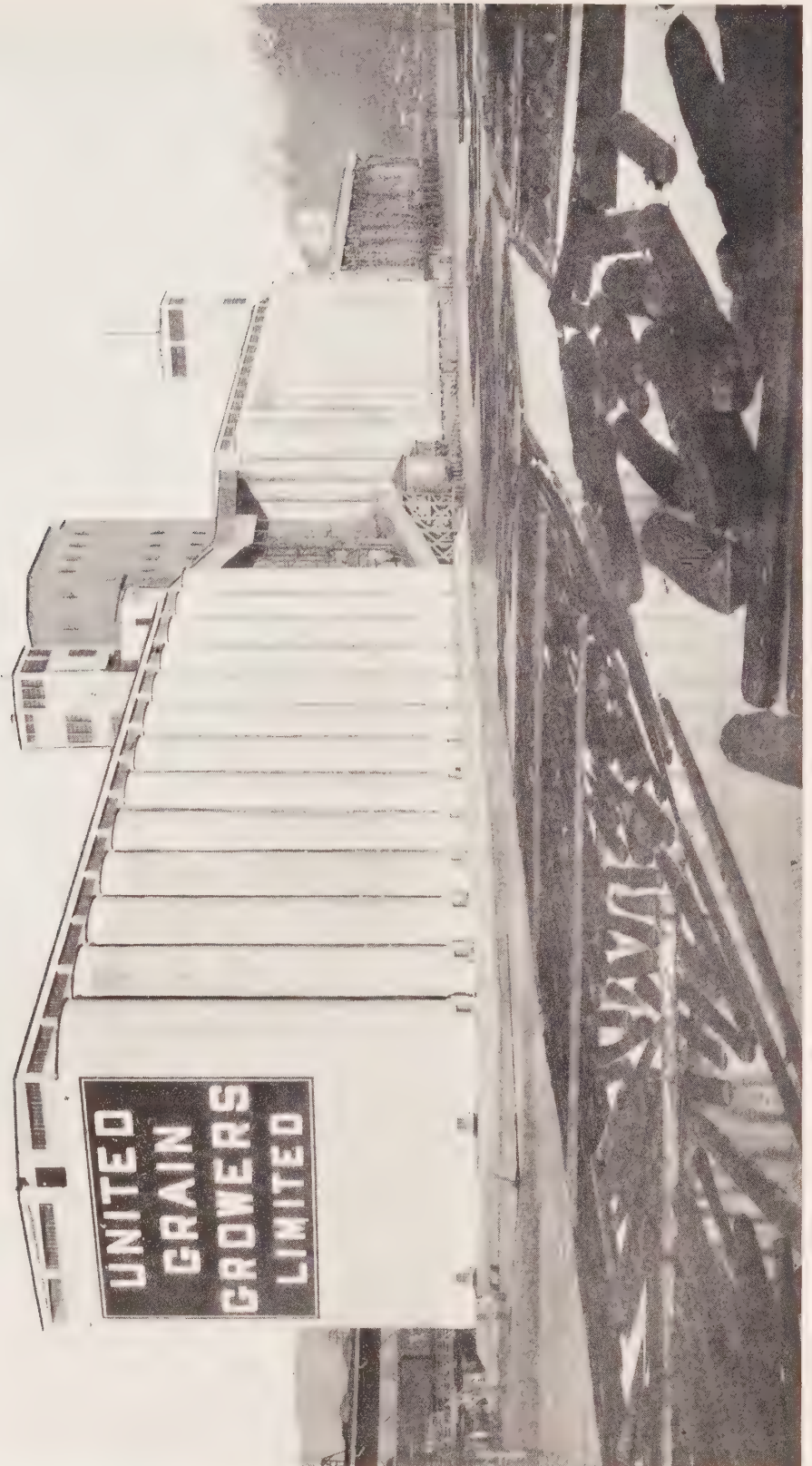
Loading, the grain is carried by belts through conveyor galleries over the Pier or Jetty to a point directly over the ship's hold, and discharged through vertical telescopic spouts to the required place. There are nineteen grain loading berths, with ninety-three spouts, having a total loading capacity to ships of 377,000 bushels per hour. When the 300-foot extension to Lapointe Pier, now under construction, is completed there will be additional spouts available for loading grain.

The total storage capacity of the Elevators at the Port, exclusive of domestic storage, is 17,843,000 bushels. Of this there is available as public storage 1,715,000 bushels at No. 1 Elevator, operated by the Pacific Terminal Elevator Company Limited, but the Port has no public storage under the control of the Vancouver Harbour Commissioners, all public storage being operated by private interests.

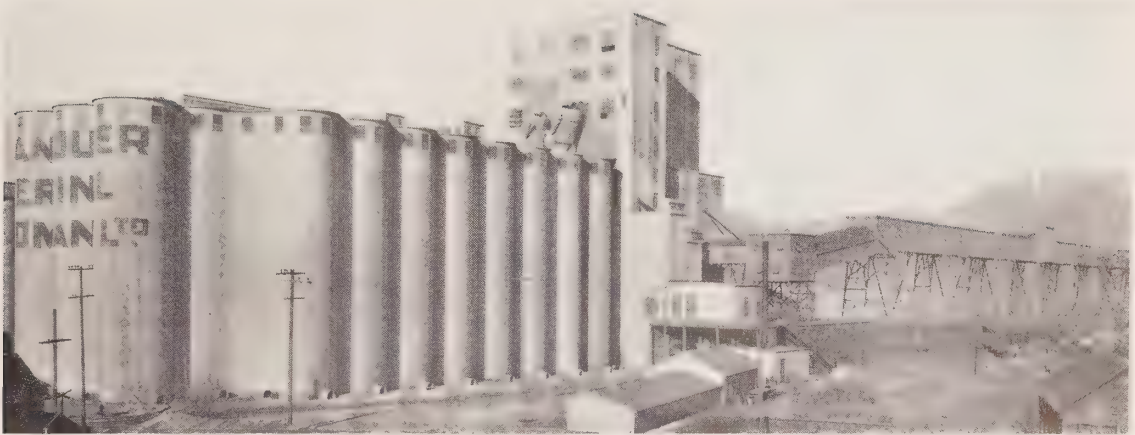
There were additions made to three elevators during 1932 to add 1,615,000 bushels to the grain storage of the Port.

Unlike other Canadian seaports the Elevators at the Port of Vancouver perform the additional service of drying and cleaning the grain. Before the grain is received at the eastern Canadian Elevators it has been processed by cleaning and drying at Fort William, but at the Port of Vancouver the grain is received in the natural state, and before export is cleaned and dried.

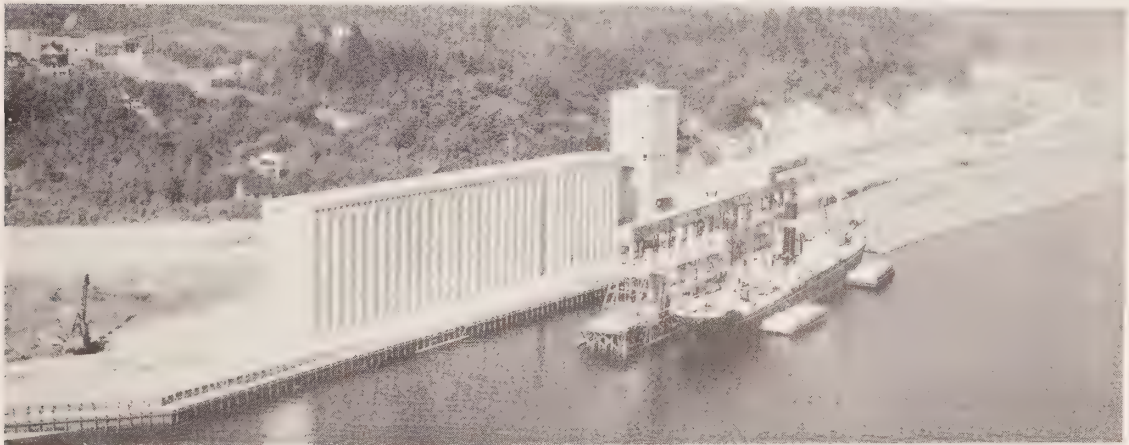
The Port is not provided with a Marine Leg for the discharging of bulk grain from vessels. There has been no movement of bulk grain inward by water except corn, outside of an occasional shipment discharged from a vessel which has arrived back in port in distress, or where grades have been accidentally mixed in loading.



VANCOUVER HARBOUR COMMISSIONERS' No. 3 ELEVATOR, CAPACITY 2,650,000 BUSHELS



VANCOUVER TERMINAL ELEVATOR—CAPACITY 2,250,000 BUSHELS



MIDLAND PACIFIC ELEVATOR—CAPACITY 1,500,000 BUSHELS



COLUMBIA GRAIN ELEVATOR—CAPACITY 333,000 BUSHELS



ALBERTA POOL ELEVATOR

Above is the Alberta Pool Elevator, having a capacity of 5,150,000 Bushels.

At the right is Buckerfield's Elevator, Capacity 400,000.



BUCKERFIELD'S ELEVATOR



VANCOUVER MILLING & GRAIN CO. LTD. ELEVATOR

At the left the Elevator of Vancouver Milling & Grain Co. Ltd., Capacity 225,000 Bushels.

INCREASED ELEVATOR CAPACITY

During November, 1932, additions were completed and put into service at two of the Grain Elevators owned by the Vancouver Harbour Commissioners.

An extension of 1,000,000 bushels was made to No. 3 Elevator. This brings the elevator capacity to 2,650,000 bushels and constitutes the second enlargement made to this elevator since it was first leased to the United Grain Growers in 1925, an extension of an equal amount having been made in 1927.

There was an addition made to No. 1 Elevator of 465,000 bushels, thus giving the elevator which is leased to the Pacific Terminal Elevator Company, a capacity of 1,715,000 bushels.

An addition was also completed this year to the Columbia Grain Elevator of 150,000 bushels.

In all 1,615,000 bushels of additional grain elevator storage has been added to the grain facilities of the Port this year.



M. V. "ELMSWORTH" OF THE DALGLEISH STEAMSHIP CO. (*British*)
Gross Tonnage, 4,963; Typical Grain Carrier.



S.S. "GRACIA" OF THE DONALDSON LINE (*British*)
Gross Tonnage, 5,642; Typical Grain Carrier.

TYPICAL PASSENGER AND FREIGHT STEAMERS USING THE PORT



S.S. "CALIFORNIA" OF THE LIBERA LINE (*Italian*); Gross Tonnage ,13,000



M. S. "OREGON" OF THE FRENCH LINE; Gross Tonnage, 9,000



M. V. "EUROPA" OF THE EAST ASIATIC LINE (*Danish*); Gross Tonnage, 10,400



VANCOUVER HARBOUR COMMISSIONERS' FISH DOCK

VANCOUVER HARBOUR COMMISSIONERS' FISH DOCK

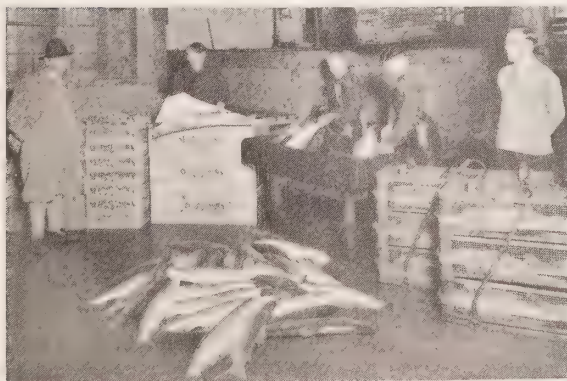
This very modern dock was put into operation during May, 1931. The fourteen stalls are all leased to firms engaged in wholesaling and exporting fresh and cured fish. The dock affords adequate water arrangements, electric cranes, smoke-houses, icemaking equipment and freezing and holding rooms. Fishing vessels may moor at this dock to sell and discharge their cargoes, which are raised to the dock level by six all-metal electric cranes. There is an average of between 40 and 50 boats a day at the Dock.

Despite the effect of the depression the Fish Dock has been a very active place during the year. Approximately 11,000,000 lbs. of fish has crossed the Dock.

Within the past twelve months no less than 60,000 lbs. of fish has been frozen; this does not include the large amount of fish frozen at outside institutions by our tenants.

360,000 lbs. of fish has been smoked at the Fish Dock including golden fillets, black cod, kippers, salmon both kippered and smoked, and halibut.

4506 tons of ice were sold to tenants at the Dock and to fishermen during the year.



RAPID FREEZING BY OTTISEN PROCESS,
V. H. C. FISH DOCK

There was built at the Fish Dock this year the smallest two-line cannery in the British Empire. The plant, which has packed in the neighborhood of 23,000 cases of various kinds of salmon, is located in an ordinary 40'x40' two-storey stall, and is equipped with all manner of modern machinery to eliminate waste space, such as vacuum packing machines, and a new style can washing machine, etc.

FISHING INDUSTRY

Fishery products are one of the greatest assets of the Province of British Columbia. In some years this Province furnishes up to 50% of the entire production for Canada. The Annual catch is about 500 million pounds. The two most important varieties, and the two for which the Province is best known, are salmon and halibut. The Fish are either boxed in ice and shipped fresh by express to different markets, or preserved by being frozen, salted, smoked or canned.

The chief centre of the fishing industry for the Province is in Vancouver as the majority of the cannery interests have their head offices in this city.

Forty-four canneries were operated this year as against thirty-five in 1931. While far short of the record pack of 1930 the salmon pack for 1932 is well ahead of 1931, and compares very favorably with other years.

The total salmon pack for 1932 was 1,081,031 cases as against 685,104 cases for 1931, an increase of 395,927 cases. Halibut landings for 1932 were 16,884,700 lbs. as against 18,200,500 lbs. for 1931. Dry salt herring packed for the year amounted to 12,054 tons compared with 33,975 for 1931.

Halibut livers, formerly considered offal of the fish, have this year brought additional revenue to the fishermen on this coast. After careful experiments it was learned that halibut livers have a high vitamen content, and as a result the fishermen have been turning in the livers with their catches this season. Experiments are being carried out along this line with salmon livers.

TERMINAL RAILWAY

The Vancouver Harbour Commissioners' Terminal Railway operates 19.219 miles of track on the north and south shores, and in addition operates over 12.733 miles of track under agreement with other railroads.

There is trackage for 1716 cars and this is now being augmented by trackage to take care of 240 additional cars.

During the year a total of 95,975 cars were handled as against 77,893 for 1931. The revenues have been greater than during any past period, and maintenance has been kept down to a minimum consistent with efficiency and safety of operation.



GRAIN CARS BEING SWITCHED BY TERMINAL RAILWAY AT No. 1 ELEVATOR

CAR FERRY BARGE

As the Second Narrows Bridge was still out of commission it was necessary to continue the use of the Car Ferry Barge to the north shore.

During the year 8806 railway cars were transported by the Car Barge to the north shore, and 8708 cars from the north shore, without accident or delay.

A daily switching service is given to all industries on the north shore by means of the Car Ferry Barge and the Terminal Railway operated by the Vancouver Harbour Commissioners. The Commissioners have their own car slips on each side of the harbour, and on the north shore connect with the Pacific Great Eastern Railway at Chesterfield Avenue, running along Lonsdale Avenue for a distance of 1500 feet by means of a subway.

FIREBOAT

The Vancouver Harbour Commissioners own and operate the fireboat "Orion." The vessel is 94'1" long with a beam of 17'4", and has a speed of twelve miles per hour. The vessel is kept under steam ready for immediate service, and is capable of throwing four powerful streams of water to a height of 200 feet; in addition eight hose lines can be operated. When the monitors are connected with two pumps in series they can throw a stream of water for 400 feet with a volume of 7000 imperial gallons per minute.

The "Orion" is equipped with two steam Merryweather Greenwich type pumps operated by steam from the boiler of the vessel, and in addition there are two six-cylinder, 300 B.H.P. gasoline engine driven centrifugal pumps, each having a capacity of 2500 imperial gallons at a pressure of 120 lbs.



FIREBOAT "ORION" IN ACTION

GRANVILLE ISLAND

Granville Island stands as a mark of progress in the industrial life of the City of Vancouver.

It is interesting to review present activities on the Island as compared with the mud flats at the entrance to False Creek some eighteen years ago.

A Quit-Claim to this area, which was dry at low water mark, was issued by the Dominion Government to the Vancouver Harbour Commissioners on April 13th, 1915, and construction was commenced on the bulkheads during September of the same year when 971,467 cubic yards of sand was pumped into retaining basins. The creosoting, bulkheads and planking was completed at a cost of \$11.70 per lineal foot, and approximately thirty-four and a half acres reclaimed at a cost of \$600.00 per acre which to date constitutes the cheapest reclamation work in the harbour.

Sewage and water systems were installed and rails laid to accommodate the various industries, and the area was ready for leasing in September, 1916.

In 1922 the tracks were electrified and concrete pavement laid. Of the 1.506 miles of roads on the Island .98 are of concrete.

The entire cost of this project was approximately \$342,000.00.

The area is divided into eighty-one lots, all of which are occupied by forty industrial plants.

INDUSTRIAL SITES

The Vancouver Harbour Commissioners solicit inquiries regarding industrial sites. The Port has extensive railway and steamship connections to world points. Due to the outstanding natural advantages of supplies of raw materials, electric power, water and fuel there are many opportunities for manufacturing goods for the domestic and foreign markets. Extremely mild climatic conditions present many advantages to manufacturing enterprises.

The Harbour Commissioners have available for lease at very reasonable rental many sites suitable for additional grain elevators, flour mills, in fact sites for most any industrial requirements.

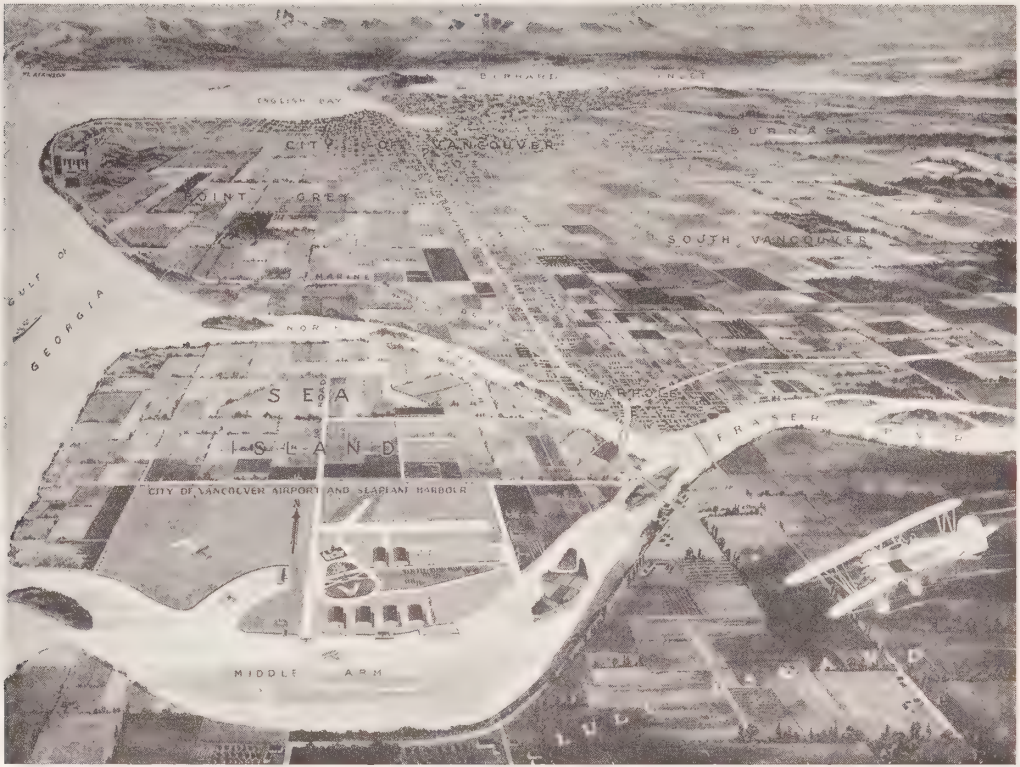
Information may be obtained on application to the Secretary.



V. H. C. TUGBOAT WHARF



GRANVILLE ISLAND, LOOKING EAST



CITY OF VANCOUVER AIRPORT AND SEAPLANE HARBOUR



SIKORSKY S-38

Twin engined ten passenger amphibian aircraft used by Canadian Airways Ltd., in service between Vancouver and Victoria

AIR SERVICES

With a well designed civic airport within easy reach and a sheltered harbour the Port of Vancouver is well provided with airport facilities for trancontinental and general air services.

THE VANCOUVER AIRPORT AND SEAPLANE HARBOUR:

The Vancouver Airport and Seaplane Harbour is located on the Fraser River, just seven miles from the business district of Vancouver. It covers 470 acres and is a combination Airport and Seaplane Harbour. It is entirely without obstruction to approach from any direction, and has all the latest facilities in the way of fire proof hangars, fully equipped administration and customs offices and weather bureau. It is a licensed Customs Port of Entry and is owned and operated by the City of Vancouver.

THE ROYAL CANADIAN AIR FORCE STATION:

The Royal Canadian Air Force Station is located at Jericho Beach on the south side of English Bay and is operated under the authority of the Department of National Defence, Ottawa.

It is completely equipped as a seaplane and flying boat base. In addition to service flying operations are carried out for the Department of the Interior and the Department of Marine.

During the past four years large areas of Vancouver Island, along the mainland coast, and in the interior of the Province have been photographed for mapping purposes.

THE CANADIAN AIRWAYS, LIMITED:

The Canadian Airways, Limited, operate a flying service from their terminus on Coal Harbour. They operate on three general classes of flying, Scheduled Service to Victoria, Fisheries Patrol and Charter Trips.

The scheduled service to Victoria is carried out with Sikorsky S-38 twin engined ten passenger amphibian aircraft, which can alight on land or water with equal facility.

The Fisheries Patrol is conducted for the Federal Department of Fisheries under the direction of the Department's officials. The patrols are carried out along the coast of British Columbia with Boeing Flying Boats, and have generally for their object the detection of fishermen operating within forbidden bounds, out of season, and employing illegal gear. In addition to these patrols, inspections are made by the Department officials for spawning areas, lakes and streams, many of which are inaccessible except by air.

Charter trips are made for a variety of purposes including the carrying of engineers, ambulance cases, aerial photography, etc.

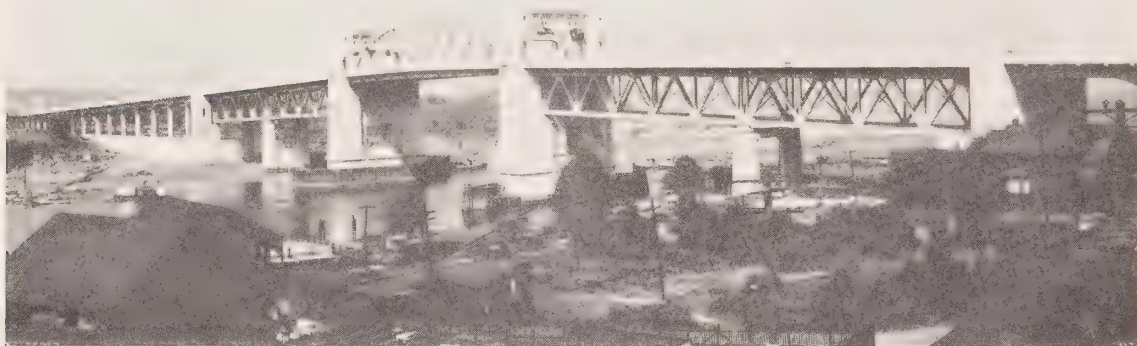
BURRARD BRIDGE

Built by the City of Vancouver at a cost of \$2,400,000.00 the new Burrard Bridge over False Creek was opened for traffic on July 1, 1932. This figure includes approximately \$435,000.00 for land which the City had to buy for the approaches.

The bridge is 2817½ feet long, of reinforced concrete construction, with a central span of 294 feet, giving a vertical clearance of 90 feet at high tide, and a horizontal clearance of 265 feet.

It includes the longest reinforced concrete span in Canada. The piers supporting the central span are 41½ feet by 102 feet at the base, are 200 feet high, with 145 feet above high water.

The roadway of the bridge is 60 feet wide to carry three lanes of traffic each way, with a 9-foot sidewalk on either side. Provision is made for a lower deck for railway traffic to be completed at a later date to take the place of the existing trestle bridge.



BURRARD BRIDGE



THE CENTRAL SPAN OF THE BURRARD BRIDGE

CONSTRUCTION BY PRIVATE INTERESTS

The largest percentage of British Columbia's manufacturers are centred in Greater Vancouver, and over a brief space of years manufacturing has developed remarkably. Even in these past few hard years industries have opened here and made surprising progress, and older firms have enlarged their plants in preparation for future business.



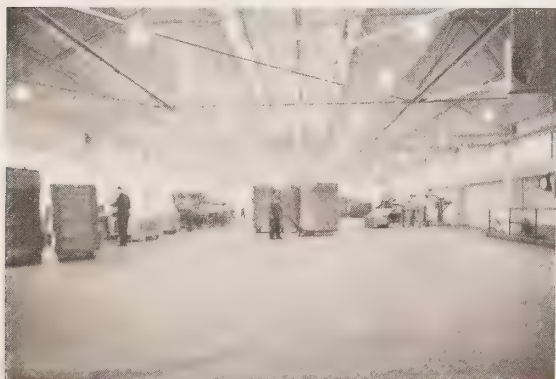
VANCOUVER PLANT OF THE PACIFIC MILLS LTD.

PACIFIC MILLS LIMITED:

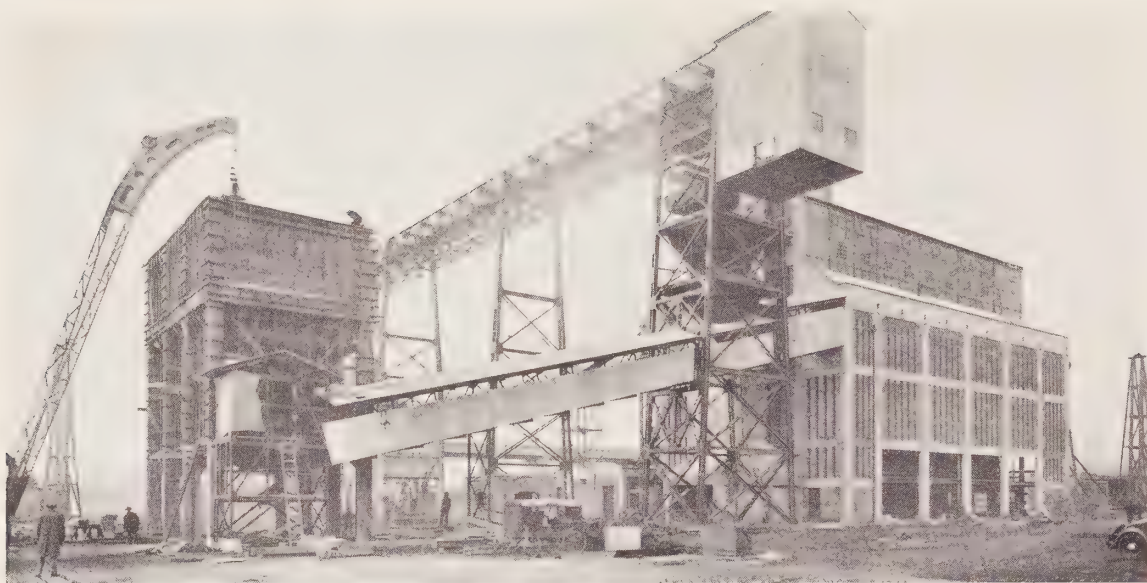
Located on Vancouver Harbour Commissioners' property the Pacific Mills Ltd., have built a large two-storey addition to their plant, adding 15,000 sq. ft. of space. The construction is of mushroom-type reinforced concrete with a steel-truss roof, and when completed will cost in the neighborhood of \$90,000.00.

The paper is manufactured at the Ocean Falls Mill of the Company and is brought to the Vancouver plant to be waxed, creped and printed. They produce some 2000 tons per year of wrappers for apples, waxed bread wrappers, both plain and printed, fancy wrapping papers and many types of crepe papers, including linings for fruit boxes.

The new addition to the Vancouver Plant is to take care of a new line, the manufacture of solid fibre boxes used extensively in shipping canned goods of every kind, and commenced operation in February, 1933.



PACIFIC MILLS LIMITED PLANT (INTERIOR VIEWS)

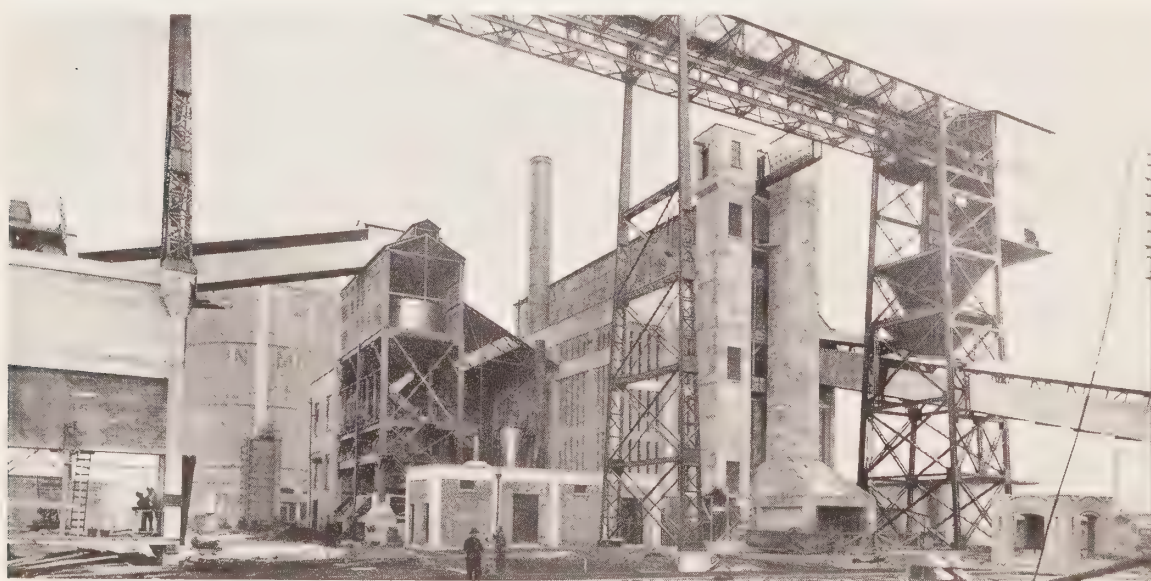


CARRALL STREET GAS PLANT

THE BRITISH COLUMBIA POWER AND GAS COMPANY LIMITED:

The British Columbia Power and Gas Company Limited have recently put into operation the new Carrall Street gas plant, the first of its kind in Canada. The plant has several features which are distinctly new in gas manufacturing and will permit of an increased output of 3,000,000 cubic feet of gas per day, and make possible a coke by-product of 50,000 tons annually.

Representing an investment of practically \$1,500,000.00 the new plant will have an annual consumption of 70,000 tons of British Columbia coal, and constitutes the first unit of an installation that will eventually be increased to produce 20,000,000 cubic feet of gas each day.



CARRALL STREET GAS PLANT FROM FALSE CREEK



CANADIAN PACIFIC PIER "B-C" AND SECTION OF THE BUSINESS DISTRICT

C. P. R. TUNNEL:

On July 17, 1932, the tunnel connecting the Company's railway yards in False Creek with their main line on Burrard Inlet was put into operation. Construction was commenced on January 12th, 1931.

This tunnel eliminates the grade crossings over seven busy city streets. The tunnel starts at the foot of Thurlow Street from Burrard Inlet, passing along under the centre line of Dunsmuir Street and emerges in the False Creek yard at the west end of the Georgia Street Viaduct.

The tunnel is 4578.15 feet long; the width between the walls is 16 feet on tangents, on curves 17½ feet, and on sharper curves 19 feet, with standard height of 22½ feet. The concrete lining is 2 feet thick in walls and arch, plain through rock section and reinforced with 45-lb. rail at 2-ft. centres through earth sections. The depth from the street level to the outer surface of the concrete arch is from 20 to 60 feet. Through practically all the rock section the cover is about half rock and half earth.

Ventilation is afforded by two double width, double inlet, full housed silent vane blowers, equipped with SKF roller bearings operating at 360 r.p.m. housed on opposite sides of the tunnel at the front yard portal. The ventilating equipment starts automatically with a train coming within the signal circuit about a minute before it enters the tunnel, and is adjusted to run for several minutes, long enough to clear the tunnel after the train leaves the signal circuit.



THE NEW CANADIAN NATIONAL HOTEL NEARING COMPLETION

FIRST NARROWS PRESSURE TUNNEL:

During the year the Greater Vancouver Water District has carried out construction of a pressure tunnel deep down in the solid rock formation under the First Narrows, for the purpose of increasing the capacity of the water supply system and of eliminating the hazards of the present method of carrying water from the Capilano source of supply on the North Shore to the City of Vancouver. Heretofore the water supply from the Capilano River has been brought across the First Narrows in cast-iron submerged mains that lie on the bed of the Narrows. These mains and the shore connections have occasionally been damaged by vessels in foggy weather.

The tunnel is 3104 feet in length and lies at a depth of 400 feet below the level of high tide. The south shaft is in Stanley Park about 100 feet from the water's edge. Both tunnel and shafts have a steel interlining and are inner lined with concrete. The space between the steel lining and the solid rock is tightly filled with concrete and grouted under pressure.

The diameter of the waterway in the shafts is 8 feet and in the tunnel 7 feet 6 inches. A vertical shaft at either end connected with the supply mains will lead the water to and from the tunnel. Cast steel caps cover the tops of the shafts from whence four 48" cast-steel pipes lead to convenient valve chambers, to which the supply mains will be connected.

The tunnel is built to carry 200 million gallons of water per day and is scheduled for completion by June 1, 1933.

SHELL OIL REFINERY:

The Shell Oil Company of British Columbia Limited have built a refinery on the south shore of Burrard Inlet, approximately seven miles east of the centre of the city. The refinery which was put into operation in December, 1932, has a capacity of 3500 barrels of crude oil per day. In addition to the refinery are the district stores, warehouses and automobile repair shops. The wharf is connected to shore by a series of pipe lines for the various products.



POWELL RIVER CO LTD. PULP AND PAPER MILLS



PLANT OF BRITISH COLUMBIA SUGAR REFINING COMPANY LIMITED,
VANCOUVER, CANADA

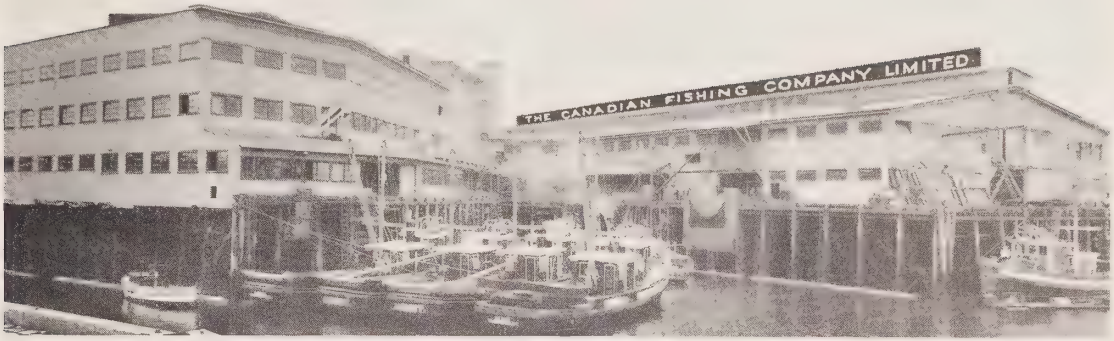
Manufacturers of All Grades of Refined Sugar. Established 1890.



THE BRITISH COLUMBIA SUGAR REFINING COMPANY LIMITED

Showing Steamer Discharging 7,000 Tons of Fiji Raw Sugar.





THE VANCOUVER PLANT OF THE CANADIAN FISHING COMPANY LIMITED

THE CANADIAN FISHING COMPANY LIMITED:

The Canadian Fishing Company Limited, operate one of the largest plants in North America. Probably no other company on the Pacific coast carry on under one roof as wide a variety of fishery operations as the Vancouver plant. 100,000 pounds of fish can be frozen per day and 7,500,000 pounds stored at one time.

This plant is located on the waterfront where coastwise boats can dock, and serves as a main warehouse for the many products of the company's activities.

A well equipped chemical laboratory is maintained for research purposes where technically trained men are constantly working on methods of improving the company's products and upon the development of new ones.



PACKING HOUSE OF P. BURNS & CO. LTD., ONE OF THE LARGEST IN WESTERN CANADA.

COASTAL STEAMERS



S.S. "PRINCESS KATHLEEN"—Gross Tonnage 5875. Accommodation for 290 night and 1500 day passengers.

One of sixteen steamers (exclusive of tugs and railway transfer barges) operated by the Canadian Pacific Steamship Company in the coastal service to points in British Columbia, United States and Alaska. The Company's steamers call at 110 ports.



S.S. "CATALA"

One of the coastal steamers of the Union Steamship Company who maintain an extensive passenger and freight schedule to points along the British Columbia coast.



S.S. "PRINCE RUPERT" OF CANADIAN NATIONAL STEAMSHIPS

The Canadian National Steamships operate an all-year-round passenger and freight service between Vancouver, Powell River, Ocean Falls, Prince Rupert, Anyox, Stewart and Queen Charlotte Islands. During the summer they also operate on a weekly schedule to Alaska.

Close connections are made at Vancouver and Prince Rupert with the Canadian National trains to and from the east.



LOG RAFTS IN FALSE CREEK, CANADIAN NATIONAL RAILWAY STATION IN BACKGROUND



The original S. S. "AORANGI" of the Canadian Australasian Line which operated between Vancouver and Australasia from 1897 to 1910.



The present M.S. "AORANGI" (gross tonnage 17,491), of the same Line has accommodation for 870 passengers and is fitted with refrigeration service. The "AORANGI" and "NIAGARA" are two of the most popular vessels operating out of the port.

THE PACIFIC SALVAGE COMPANY LTD.:

The Pacific Salvage Co. Ltd., have carried out salvage operations from the Behring Sea to the Panama Canal.

Commencing operations in 1902 with one vessel and a limited amount of equipment the Company's vessels now comprise every type and size of salvage craft from 40-ft. work boats to the flag ship of the fleet, the 1100-ton deepsea tug "Salvage King". This vessel has a speed of fifteen knots, with a cruising radius of 17,000 miles, and is capable of carrying out salvage work in any part of the

Pacific, in any sort of weather. Fitted out with every modern salvage device the "Salvage King" surpasses in design and equipment any salvage vessel in North America, and is acknowledged to be the equal of any ship of her type in the world.

Many and varied have been the tests imposed upon the salvage crews; for instance the unprecedented feat of the "Salvage King" in towing the S.S. "Havilah", loaded with four million feet of lumber, to Japan in twenty-six days, through the full fury of the Pacific Ocean in March.

The "Salvage King" is stationed at Victoria with steam up and can leave port fully manned and provisioned at an hour's notice.

At Vancouver the Company maintain another salvage ship the S.S. "Anyox" of 1267 tons, together with smaller craft and three floating derricks, in addition to the floating drydock and general repair shop.

At Prince Rupert they also maintain a salvage service. Alaskan waters are served by an associate company with fully equipped base at Ketchikan.



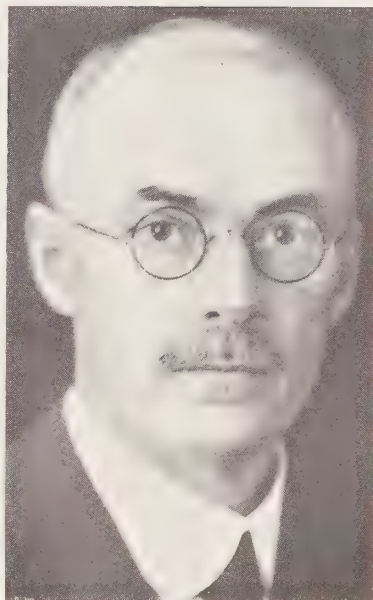
"SALVAGE KING"



OBITUARY

It is with the deepest regret that we record the death of a former Commissioner, Alfred Myrick Pound, on December 17th, 1932, at the age of sixty-one.

Mr. Pound served on the Board from 1927 to 1930, and although he severed his connection with the Board he always maintained a deep interest in the affairs of the Port.



MR. A. M. POUND



MR. W. D. HARVIE

We regret also to have to record the death of William Davidson Harvie on September 27th, 1932, in his sixty-third year.

Mr. Harvie was the Secretary of the Vancouver Harbour Commissioners since the inception of the Board in 1913, and had continuously occupied that position up to the time of his death.

CONSTITUTION OF VANCOUVER HARBOUR COMMISSION

The Corporation of the Harbour Commissioners of Vancouver was created by an Act of the Parliament of Canada in May, 1913.

The Corporation shall consist of three commissioners appointed by the Governor in Council upon the recommendation of the Minister of Marine, and they shall hold office during pleasure.

The Governor in Council may, from time to time, appoint one of the said commissioners as president of the Corporation.

The Corporation may appoint such officers, engineers, clerks and servants as is deemed necessary to carry out the objects and provisions of this Act.

The Corporation shall, for the purposes of and as provided in this Act, have jurisdiction within the limits of the harbour.

The Corporation may make by-laws for the following purposes:—

The direction, conduct and government of the Corporation, and of its property, real and personal;

To regulate and control navigation and all works or operations within the harbour and to appoint constables and other officers to enforce the same or to enforce the provisions of any statute or marine regulation;

The restriction of the use of such portion of the harbour as the Corporation deems expedient to vessels of deep draft, and to establish fair-ways and special anchorages which shall be recognized and noted on Admiralty charts and office plans for the harbour for the information of mariners, including fair-ways or prohibited anchorages, anchorage for explosives and quarantine anchorage when and so soon as the latter shall be established in Vancouver;

The regulation of the construction of docks, piers, quays and buildings within the harbour;

The good government, improvement and regulation of the harbour;

The prevention of injury to and encroachments and encumbrances on channels, harbours and waters generally within the limits of the harbour; the regulation or prohibition of the deposit of ballast; and the removal of material of a nature to cause injury, encroachment or encumbrance;

To regulate the ordering, anchoring, mooring, riding and fastening of vessels and rafts;

The regulation and control of the use of lights and fires;

The regulation and control of the landing and shipping of explosive or inflammable substances and of vessels containing the same;

The boiling, melting and use of pitch, tar, turpentine, resin or other inflammable substance or substances;

The allotment of berths to vessels, or to any regular line of vessels, either on each trip or for the whole business season;

The allotment, letting or leasing of any lot, space or portion of wharves, piers or vacant ground under its control within the harbour;

The regulation of the powers of the officers of the Corporation in respect of enforcement of their lawful directions and orders, and in respect of any force, aid or assistance required by them for that purpose;

The regulation of all machinery and appliances used in loading or unloading vessels;

The regulation of railway and other traffic on the quays and wharves of the Corporation in

the harbour, and the prevention and removal of obstructions, impediments or hindrances to traffic;

The enforcement of arrangements made or to be made under the powers given by this Act with railway companies having connection with the harbour;

The expropriation and acquisition of such real property as the Corporation deems necessary for the construction of wet and dry docks, warehouses, elevators and railways, or otherwise for the general purposes of the Corporation;

The matters of order and regularity and the prevention of theft and depredation;

The fixing of rates upon all goods landed or shipped in the harbour, moved by rail on the harbour tracks or deposited within the harbour, except arms, ammunition and military accoutrements and other munitions of war for the use of the Government or for the defence of Canada;

The imposition of tolls, rates, fees and dues on vessels entering, or lying within the harbour; other than pilotage dues, sick mariners' dues and steamboat inspection fees;

The collection of all rates and penalties imposed by this Act or by any by-law made under the authority of this Act, and may, for such purpose, include in any such by-law regulations requiring the collector of customs or other proper officer to refuse clearance to vessels;

The imposition of penalties upon persons infringing any by-law which the Corporation is hereby authorized to make, but such penalty shall not exceed five hundred dollars or sixty days' imprisonment; and, in default of payment of such pecuniary penalty and of the costs of conviction, a period of imprisonment with hard labour, to be fixed by by-law but not to exceed thirty days, nor to continue after such payment is made.

FINANCING WORKS:

From time to time Acts are passed by the Dominion Government and under such Acts the Governor in Council may from time to time advance and pay to the Corporation such sums of money as may be required to enable the Corporation to carry on the construction of works to provide such terminal facilities as are deemed necessary for the proper development and equipment of the harbour.

No construction of any works shall be begun and no advances shall be made under this Act until the necessary plans, specifications and estimates in detail to govern the construction of such works have been submitted to and approved by the Governor in Council.

HARBOUR LIMITS:

The harbour includes Burrard Inlet with the North Arm and Port Moody, False Creek and English Bay and all other tidal waters lying east of a line drawn from Point Atkinson Light-house southerly to the most westerly point of Point Grey.

SIGNAL STATION:

The first actual point of contact between the vessel and the port is the Signal Station at Prospect Point, where a continuous look-out is kept by signalmen of ex-naval ratings. Their duty is to note and report to the Harbour Master's office every vessel that passes in and out, to keep watch for signals from incoming vessels and to convey to such vessels signals transmitted to the Station over the telephone by ship's agents or others.

Any accident or incident requiring prompt attention is reported direct by the Station to the Harbour Master.

WIRELESS:

There is a Government Radio Station (Telegraphic) situated at Point Grey for receiving and transmitting messages, call sign VAI, also the Merchants' Exchange for commercial messages, call sign VAB.

VESSELS ENTERING THE HARBOUR:

Vessels arriving in the Harbour are required to deliver at the Harbour Master's office a true and correct report in writing, signed and certified by the maker thereof, giving name, official number, port of registry, gross and net tonnage, name of master, and of the owner or agent of said vessel, a manifest of her cargo, and the number of passengers carried inwards, date and hour of arrival, draft of water, and berth occupied.

The master of the vessel is notified, usually through the vessel's agent, of the berth assigned to him, except in case of vessels requiring an anchor berth, in which case permission must be obtained from the Harbour Master, who will indicate the berth to be occupied. Admiralty charts of the harbour show the regular mooring berths in numbered squares.

On arrival in the harbour vessels, which are assigned a berth at any of the wharves or piers operated by the Harbour Commissioners, are met by the Berthing Master, acting under the Harbour Master's direction, who supervises the berthing of the vessel, and further assists the master by supplying information regarding harbour By-laws and other services.

Vessels may enter the harbour at any hour and at any stage of the tide. The International Rules of the Road are to be observed. The use of tugs for berthing is not compulsory.

WHARFAGE:

Wharfage charges are charges made on cargo passing over piers or wharves, or transferred between vessel or loaded from water over ship's side while vessel occupies berth at wharf, and exclusive of any sorting, piling, weighing, handling or trucking.

Freight paying inward wharfage shall not be subject to outward wharfage when re-shipped by water from the same wharf.

Shipments loaded or discharged overside of vessel from or to vessel or scow, or taken from or discharged into the water when vessel is lying alongside wharves, are assessed one-half regular wharfage.

On goods for which vessel tariff rates are "Per Article", wharfage charges will be assessed on weight basis, unless specific wharfage charges are provided.

Ship's stores over wharf, and fuel over ship's side for vessel loading or unloading cargo at wharf, shall not be subject to wharfage charges when wharf is not called upon to furnish any service.

Repair material, lining, fuel oil, coal or ballast handled over wharf are subject to regular wharfage charges. No charge will be made for lining material when taken overside from scow.

In every case the wharfage charge is paid by the shipper or consignee and is not absorbed by the steamship lines so far as local traffic is concerned, except that in some cases, on coast-wise traffic, the freight rate includes wharfage, which is by arrangement between shippers and the steamship company.

On competitive "in transit" traffic through the Port the assessment of wharfage is made on shipments to and from the United Kingdom or Inter-coastal, but on import and export traffic originating at or destined to Asia, Australia, Central America, Hawaiian Islands, Mexico, New Zealand, Oceania, Philippine Islands or South America, the wharfage is absorbed by the steamer and/or rail line.

CUSTOMS REQUIREMENTS:

Immediately upon arrival a ship has to be "entered" at the Customs, and the following documents are required:—

Ship's certificate of Registry, or other papers relative to country or ownership.

Clearance from last port.

Bills of Health.

Pratique certificate, if on other than a coasting voyage.

Immigration clearance.

Manifests, in duplicate, on form required by Customs, to be stamped at the office of the Harbour Commissioners in the Customs building before being presented at the Customs.

If goods are found on vessel not shown on manifest, a supplementary manifest, in triplicate, is to be filed, duly stamped by the Harbour Commissioners.

There is no fee for entering and clearing a vessel except on Sundays and holidays, when a fee of \$1.50 is charged.

List of ship's stores, certified by master.

Manifests must show effects of officers, members of crew and passengers, other than personal effects or wearing apparel.

No fees are assessed by the Department of Customs for assistance of officers on any working day from 8:00 a.m. to 5:00 p.m. Overtime is assessed against party requesting assistance of such officers on any day after 5:00 p.m. or on statutory holidays or Sundays.

Sick mariners' dues are paid on entry to the Collector of Customs.

SHIPPING MASTER:

On clearing a vessel the ship's articles of agreement must be produced for endorsement by the Shipping Master. This includes all vessels other than Norwegian, Swedish, Danish, French or United States registry.

QUARANTINE:

Vessels coming in from the Orient direct to Vancouver must obtain pratique from William Head, but in the case of vessels coming from the Orient going to Puget Sound, pratique is obtained from Port Townsend and such vessels may come direct to Vancouver where the American pratique certificate will apply and be accepted.

All deepsea ships from foreign ports must obtain pratique from William Head with the exception of vessels as stated above. There is no charge made for this service at William Head.

CHARGES FOR HARBOUR SERVICE AND PORT FACILITIES

NOTE—While every effort has been made to make the charges mentioned in this publication correct, any or all of them are subject to change.

PILOTAGE—Not compulsory—Present ruling rates:

Sea to Vancouver—1c. per nett reg. ton and \$2.00 per ft. draft.

Vancouver to Sea—1c. per nett reg. ton and \$2.00 per ft. draft.

Vancouver via Nanaimo or Union Bay to Sea, or vice versa—1c. per nett reg. ton and \$1.00 per ft. draft to Gulf of Georgia; 1c. per nett reg. ton and \$1.00 per ft. draft into coaling port; 1c. per nett reg. ton and \$2.00 per ft. draft coaling port to sea.

Shifting in Harbour, each shift—\$10.00.

Through Second Narrows—\$15.00.

(Above rates are subject to 15% reduction plus a further 5% reduction on all rates with the exception of shifts).

TOWAGE—No. tariff:

Small tugs—\$25.00 approx.

Large tugs—\$50.00 to \$75.00 approx.

N.B.—Tugs are seldom used, as wharves afford good berthing conditions and are easily approached.

BERTHAGE:

Vessels, hulks, scows or tugs making use of wharf, but not loading or discharging freight, charged at the following rates for each 24 hours or portion thereof:

Vessels, etc. 100 ft. in length or under.....	\$ 1.50
“ “ 101 “ “ “ to 150 ft.	5.00
“ “ 151 “ “ “ “ 250 “	15.00
“ “ 251 “ “ “ “ 350 “	25.00
“ over 351 feet length.....	50.00

HANDLING LINES:

On ships handling general cargo no charge is made between 8:00 a.m. and 5:00 p.m. (except on holidays). Between 5:00 p.m. and 8:00 a.m. \$7.20 will be charged for tying up and \$4.80 for letting go, subject to a minimum of 2 hours.

If additional time is involved \$2.70 will be charged for each half hour over the minimum for tying up and \$1.80 on same basis for letting go.

A charge is made at elevators and wharves for handling ship's lines when ships are loading bulk grain only. These charges are as follows:

From 7 a.m. to 8 a.m.—\$ 7.20 for taking lines and 4.80 for letting go.

From 8 a.m. to 12 noon—\$ 3.60 for taking lines and 2.40 for letting go.

From 12 noon to 1 p.m.—\$ 7.20 for taking lines and 4.80 for letting go.

From 1 p.m. to 5 p.m.—\$ 3.60 for taking lines and 2.40 for letting go.

From 5 p.m. to 6 p.m.—\$ 7.20 for taking lines and 4.80 for letting go.

From 6 p.m. to 7 a.m.—\$10.80 for taking lines and 7.20 for letting go.

These flat charges will apply at elevator terminals only, and where any general or over-side cargo exceeding 50 tons is loaded at the wharf the charge for taking and letting go lines will be absorbed by the Elevator of Wharf Company during the regular hours, that is 8 a.m. to 5 p.m. except at noon meal hour.

It is understood and agreed that the vessel has the privilege, if so desired, to take and let go its own lines at elevator terminals.

It is also understood that these charges do not affect any existing contracts any Steamship line may have with any wharf.

GEAR HIRE:

Cranes	\$2.50 per hour each.
Jitneys	2.50 “ “ “
Dollies .....	.75 “ “ “
Hand Trucks .....	.25 “ “ “

FUEL:

Coal at Nanaimo and/or Union Bay is \$5.50 per long ton f.o.b. and \$5.75 when trimmed in bunkers.

Fuel Oil—per barrel of 35 Imperial gallons is:

Deepsea—\$1.15 (in bond).

Coastwise—\$1.32½ (duty paid).

Prices f.o.b. ship's tanks.

NOTE—There may be some fluctuation in prices based on the requirements of the Steamship Lines. Most of the Steamship Lines have contracts with suppliers.

LIGHT:

7c per kilowatt hour—minimum charge 50c.

WATER:

Alongside Pier, per ton of 224 gallons	\$.10
In stream—Minimum 25 tons.....	\$25.00
30 “	30.00
40 “	35.00
50 “	40.00
60 “	45.00
70 “	50.00
100 “	70.00

BALLAST:

Ballast is not used at this port except in cases where the steamer fills her deep tanks with water to give her stability.

No difference is made in this port so far as charging for berthing and shed accommodation is concerned between regular liners and tramp steamers.

SICK MARINERS' FEES:

2c. per nett registered ton (payable at Customs) first three trips each calendar year at any Canadian port.

Clean Bill of Health—\$1.00.

FUMIGATION:

Vessels trading with Orient—once every 6 months.

Vessels trading with United Kingdom or northern European ports—once every 12 months.

Both Sulphur process and Cyanide process (former seldom now used).

PORT WARDEN'S INSPECTION—Varies according to cargo.

Inward: Survey of hatches and cargo, including survey of cargo on decks and certificates:

When cargo does not exceed 1,000 tons.....	\$ 8.00
1,001 tons, but not exceeding 2,500.....	16.00
2,501 “ “ “ “ 3,500.....	24.00
3,501 “ and over.....	30.00
Survey of hatches only and certificate.....	8.00

(Tonnage computed on basis of vessel's revenue tons).

LUMBER:

Outward: For survey of full cargoes or part cargoes of lumber only below and on deck, including inspection of vessel's hold before loading and certificate:

500,000 ft. B.M. and less.....	\$ 8.00
500,001 “ not exceeding 1,500,000' B.M.	15.00
1,500,001 “ “ “ 2,000,000' B.M.	20.00
2,000,001 “ “ “ 3,000,000' B.M.	25.00
3,000,001 “ and over.....	30.00

NOTE—All vessels carrying wheat require the Port Warden's certificate. In many cases owners and charterers require a certificate of seaworthiness from the San Francisco Board of Marine Underwriters, whose charges approximate those of Port Warden. Sometimes a certificate of both authorities is taken.

All ships loading deckloads of lumber must be surveyed by the Port Warden.

GRAIN:

For inspection of vessel's holds and grain fittings, superintendence, and survey of vessels loading full or part cargoes of grain only, including certificates:

1,000 tons or less.....	\$10.00
1,001 " but not exceeding 2,000 tons.....	20.00
2,001 " " " " 3,000 "	30.00
3,001 " " " " 5,000 "	40.00
5,001 " and over.....	50.00

NOTE—(1) Ton of 2,240 lbs.

(2) Where a vessel loads in excess of 5,000 tons of grain and completes the balance of cargo with lumber, the fee to be \$50.00 for complete survey and certificate.

GENERAL:

For survey or general cargoes, including parcels of grain and lumber and inspection of vessel's holds before loading, and certificates:

500 tons and less.....	\$ 8.00
501 " but not exceeding 1,500 tons.....	13.00
1,501 " " " " 2,500 "	18.00
2,501 " " " " 3,500 "	23.00
3,501 " " " " 4,500 "	28.00
4,501 " and over.....	30.00

Where vessel carries 5,000 tons of grain or over, in addition to lumber and general cargo, an additional fee of \$10.00 may be charged.

TONNAGE—Will be computed on the following basis:

GENERAL CARGO—On basis of vessel's revenue tons.

GRAIN—On basis of 2,240 pounds per ton.

LOGS AND LUMBER—With general cargo, on a basis of one and one-half ($1\frac{1}{2}$) tons to 1,000 feet Board Measure.

REVENUE TONS—i.e.: Weight and/or Measurement.

AGENCY FEE:

By special arrangement with agency handling vessel.

STEVEDORING:

Stevedoring in Vancouver is handled entirely under private contract between the ship's agents and the stevedores. The average charge is 65c. per ton on general cargo N.O.S. The quotations on the loading of lumber, wheat and logs are all done by special contract with the stevedores, and these rates fluctuate considerably, due to the type of vessel.

HARBOUR DUES:

3c. nett registered ton (payable first five trips each calendar year to the Harbour Commissioners).

CARGO RATES:

The Harbour Commissioners assess on cargo a charge known as Cargo Rates. These rates vary according to the commodity and are set out in a tariff published by the Harbour Commissioners.

Cargo Rates are collected from consignees and shippers except when, owing to competitive conditions between Vancouver and other ports, the vessel has to absorb cargo rates. Under such conditions the Commissioners may commute the rate to a charge of not less than 5c. per ton.

On cargo in transit moving on through Bill-of-Lading through the Port of Vancouver, when it is necessary for the vessel to absorb cargo rates assessable on any one voyage, then the vessel shall not be called upon to pay the amount of such absorbed cargo rates in addition to the amount payable for harbour dues, but only the total of such cargo rates or such harbour dues (whichever may be the greater) in respect of that particular voyage as set out hereunder:

(1) On cargo originating at or destined to points in Canada east of the eastern boundary line of the Province of Saskatchewan, except on grain, grain products and liquor.

(2) On cargo originating at or destined to points in the United States of America, moving in transit through the Port of Vancouver, except on grain, grain products and liquor.

NOTE—A true and correct copy of the ship's manifest and/or inward and/or outward report, must be filed with the Commissioners within twenty-four hours of the arrival or departure respectively of any vessel.

Any alterations or changes in the manifests or reports so filed must be made within forty-eight hours after such documents have been filed with the Commissioners. After the expiration of such time no further alterations or changes shall be allowed to be made in the manifests or reports, but supplementary manifests or reports must be left with the Commissioners giving such subsequent alterations or changes as may be necessary. All documents must be certified and such alterations and changes on the manifests or reports must be initialled by the party making them.

STEVEDORE and LONGSHORE REGULATIONS and WAGE RATES

In November, 1930, the Shipping Federation signed a three years' agreement with the Vancouver and District Waterfront Workers' Association, a longshoreman's union which is affiliated with the "All Canadian Congress of Labour." This agreement guarantees the Union which consists of approximately 650 men, not less than 60% of all ship work and dock work and 100% of grain trimming and sacking, with restrictions as to the efficiency of the labour which the Union provides. Grain trimming and sacking is mostly done through a grain trimmer's auxiliary of the above Union, the men being signed on for each successive grain trimming season only.

In addition to the Vancouver and District Waterfront Workers' Association, there are approximately 250 additional longshoremen, 170 of them being members of the Independent Lumber Handlers' Association and 80 ex-members of the International Longshoreman's Association.

The hours of labour, wages and working conditions are stipulated in and agreed to under a printed agreement known as the "Rules, Working Conditions and Wage Schedule", January, 1931.

There are no stipulated hours of labour except minimum and maximum working time, the former calling for not less than two hours for any work done in any one day, the latter restricting work to ten hours in the Port of Vancouver where transportation is not provided and other suitable men are available, twelve hours when men work at points within the Harbour to which they have to be transported and thirteen hours at outports (ports other than Vancouver).

All longshoremen are registered for employment with the Shipping Federation, and are despatched to work on call from Stevedoring and Dock Companies through the Despatching Hall maintained by the Shipping Federation. First call or regular ship and dock men are despatched in registered gangs; extra men and wheat trimmers are despatched in rotation, the line-up or picking system no longer existing in Vancouver.

All stevedoring and longshore work in the Port of Vancouver is under the control of the Stevedoring Companies, who in turn are members of the Shipping Federation of British Columbia, who furnish all longshore labour.

SPECIMEN CHARGES IN CONNECTION WITH LOADING A CARGO OF 200,000 BUSHELS OF GRAIN

The following charges are in connection with cargo only and are subject to fluctuation:

Fumigation—

Sulphur (seldom used).....	\$ 100.00
Cyanide	\$150.00 to 175.00
(Depending on construction of ship).	

Stevedoring charges—

Fitting (When necessary) full cargoes:

Single Deck Ship.....	687.50
Two “ “	825.00
Three “ “	1,100.00

Trimming—in holds.....	400.00
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Sacking 6000 sacks (end holds).....	750.00
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Shipping Federation Rates.....	22.50
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Separation cloths, where necessary, per lineal yard, 40 inches in width..	.07½
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Port Warden's Inspection.....	50.00
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NOTE—Bulk grain is delivered to the end of Elevator spout for shipper's account. Ship's responsibility commences when grain is poured into hold.

RAILWAY SERVICES

The Port of Vancouver is served direct by three transcontinental lines which operate into Vancouver on their own rails:

1. Canadian Pacific Railway Company.
2. Canadian National Railways.
(Both lines operate from the Pacific to the Atlantic).
3. Great Northern Railway which operates between Seattle and St. Paul, and enters Canada at Whiterock, B.C., thirty-two miles south of Vancouver.
4. Northern Pacific Railway of the United States also moves freight to and from Vancouver in connection with the Canadian Pacific Railway and the B. C. Electric Railway Co. Ltd., who receive and deliver Northern Pacific shipments at Huntington.
5. The B. C. Electric Railway, electrically operated, provides the hinterland with both freight and passenger service and operates as far east as Chilliwack, B.C. It also furnishes service to Lulu Island as well as the Fraser Valley.

6. The Pacific Great Eastern Railway operates a line from Squamish to Quesnel, a distance of 347 miles, serving interior points of British Columbia. Connection between Vancouver and the Pacific Great Eastern Railway is made by car barge operated by the Railway Company.
7. Harbour Commissioners' Terminal Railway, which performs switching service on both sides of the harbour.

PIERS AND WHARVES

The principal piers and wharves in the Harbour include the following:

VANCOUVER HARBOUR COMMISSIONERS:

Ballantyne Pier—foot of Heatley Avenue.

Reinforced concrete structure. Lineal feet of berthing—2610 feet. Depth at low water—32 feet at inner berths; 45 feet at outer berths. Trackage at each side and centre of pier. Four two-storey sheds, total area 410,400 sq. ft. with total capacity of 41,040 tons. Equipment for loading and discharging—four Stothert & Pitt cranes; two Babcock Wilcox cranes; seven Colby Combination cranes—all of 3-ton capacity. The Colby Combination cranes are used for both grain and general cargo. Communication between first and second storeys in sheds is by four electrical platform elevators 10,000 lbs. capacity each, and eight cargo chutes. Storage yard at south of pier.

Lapointe Pier—foot of Salsbury Drive.

Concrete crib structure. Lineal feet of berthing—1,900 feet. Depth at low water—35 feet. Trackage along each side of pier. Two one-storey sheds—total area 136,854 sq. ft.; total capacity 13,865 tons. Loading and discharging—by ship's derricks. Grain galleries along each side of pier—10 spouts on West side and 9 spouts on East side to load grain from No. 1 Elevator. At extreme end of pier are eight Fish Oil Tanks, with a total capacity of 171,112 Imperial gallons or 205,335 U.S. gallons. Loading and discharging by ship's derricks.

(Construction work is now in progress extending this pier 300 ft. which will provide additional 600 lineal feet of berthing and shed capacity of 53,000 sq. ft.)

No. 1 Grain Jetty—foot of Salsbury Drive.

Concrete crib, pile and timber structure. Lineal feet of berthing—1,400 feet. Depth at low water—35 ft on west side; 30 ft. on east side. Trackage along Jetty. Grain gallery along Jetty four belts, seven spouts on east side and fourteen spouts on west side to load grain from No. 1 Elevator and Spillers Elevator. Inner berth on west side for grain and general cargo. Two outer berths for grain only.

No. 3 Grain Jetty—foot of Vernon Drive.

Pile and timber structure. Lineal feet of berthing—1,000 feet. Depth at low water—30 ft. Trackage along Jetty. Grain galleries along each side of Pier—two belts each gallery.

(This Jetty is operated by the Vancouver Harbour Commissioners to serve No. 3 Elevator).

Fish Dock—foot of Raymur Avenue.

Pile and timber structure. Lineal feet of berthing—720 feet. Depth at low water—10 ft. Trackage at west side of wharf. Shed area both sides of dock 20,000 sq. ft., providing fish booths, ice making and refrigerator equipment, ice storage and ice crushing plant, cool rooms and smoke house. Berthing float for fish boats. Six steel electric cranes for unloading.

CANADIAN PACIFIC RAILWAY COMPANY:

Pier "A"—

Timber and pile structure. Lineal feet of berthing—1,584 feet. Depth at low water—35 ft. Trackage along centre of Pier. One-storey sheds, total area 60,000 sq. ft. and total capacity 8,600 tons. Loading and discharging by ship's derricks.

Pier "B-C"—

Reinforced concrete pile structure. Lineal feet of berthing—2,611 feet. Depth at low water—35 ft. One-storey sheds, total area 200,000 sq. ft., and total capacity of 25,000 tons. Trackage on each side and in centre of pier. Equipment for loading and discharging includes one 5-ton crane on each side of pier and eight marine elevators.

Pier "D"—

Pile and timber structure. Lineal feet of berthing—2,034 feet. Depth at low water 30 ft. Trackage along centre and east side of pier. Two-storey sheds. Lower storey shed area 108,000 sq. ft. with capacity of 10,800 tons. Upper storey on level with street comprises offices and accommodation for passengers. Loading and discharging by ship's derricks.

Pier "H"—

Pile and timber structure. Lineal feet of berthing—1,520 feet. Depth at low water 30 ft. Trackage on east side of pier. One-storey sheds with area of 55,800 sq. ft. and capacity of 5,600 tons. Outside storage area 28,200 sq. ft. Loading and discharging by ship's derricks.

Quay Wharves—between "A" and "H"—

Pile and timber structure. Lineal feet of berthing—2,300 feet. Depth at low water—30 ft. Trackage on south side of sheds. One-storey sheds, area 90,000 sq. ft. and capacity of 9,000 tons. Loading and discharging by ship's derricks.

On wharf between sheds 5 and 7 are located two electric derricks with a capacity of 15 tons and 50 tons respectively.

CANADIAN NATIONAL STEAMSHIPS: Pier—foot of Main Street—

Pile and timber structure. Lineal feet of berthing—2,374 feet. Depth at low water—35 ft. at East and West berths and 25 ft. at inner berth. Trackage—Two depressed tracks in centre of pier. Shed area—lower floor, 90,260 sq. ft. and capacity of 10,000 tons. Shed area—upper floor, 26,000 sq. ft. containing offices and passenger waiting rooms. Outside storage area 69,380 sq. ft. Loading and discharging by two marine elevators of 10-ton capacity, and ship's derricks.

EVANS, COLEMAN & EVANS, LTD.: Foot of Columbia Avenue—

Two piers. Pile and timber structure. Depth at low water—20 ft. at inner end of piers, and 30 ft. at outer end of piers. Lineal feet of berthing—Pier 1, 1,200 feet; Pier 2, 1,291 feet. Trackage. Total area of sheds on both piers, 121,300 sq. ft. with total capacity of 12,130 tons. Loading and discharging by ship's derricks, and one locomotive crane of 5½ tons capacity.

GREAT NORTHERN RAILWAY COMPANY: Pier—Foot of Campbell Avenue—

Reinforced concrete structure. Lineal feet of berthing—465 feet. Depth at low water—30 ft. Trackage at each side and centre of pier. One-storey shed with area of 40,000 sq. ft. and capacity of 4,000 tons. Loading and discharging by ship's derricks.

KINGSLEY NAVIGATION COMPANY LTD.: (Leased from Great Northern Railway Company)—

Lineal feet of berthing—600 feet. Depth at low water—30 ft. Trackage. One-storey shed with area of 60,000 sq. ft. and capacity of 6,000 tons. Loading and discharging by ship's derricks.

TERMINAL DOCK & WAREHOUSE CO., LTD.: Between Nanaimo and Clinton Streets—

Lineal feet of berthing—deepsea: 1,559 feet; depth—32 ft.; coastwise: 208 feet; depth—14 ft.; small craft: 725 feet; depth—13 ft. Trackage along northerly side of wharf and through shed. Two-storey shed—area lower, 105,000 sq. ft.; area upper, 25,000 sq. ft. Total capacity of shed—13,000 tons.

CANADIAN TRANSPORT COMPANY: Foot of St. Patrick's Ave., North Vancouver—

Lumber and General Cargo Pier (Japan Wharf). Pile and timber structure. Lineal feet of berthing—850 feet. Depth at low water—30 to 50 feet. Trackage along each side of Pier. Loading and discharging by ship's derricks.

UNION STEAMSHIP COMPANY OF B. C. LTD.: Foot of Carrall Street—

Pile and timber structure. Lineal feet of berthing—965 feet. Depth at low water—20 ft. at inner end of pier; 40 ft. at outer end of pier. Trackage at south end of pier. Shed area—27,750 sq. ft., capacity 2,775 tons. Equipment for loading and discharging by ship's derricks. Pier used for B. C. coast freight and passenger service.

There are numerous other wharves serving the Oil Companies, (particulars of which are given elsewhere) the Sugar Refinery and other industries and providing accommodation for tug boats and fishing fleet, etc.

FREIGHT CAR FERRY SERVICE

1. **VANCOUVER HARBOUR COMMISSIONERS:** Providing terminal railway connection between Vancouver and North Vancouver.
2. **CANADIAN PACIFIC RAILWAY COMPANY:** To Vancouver Island points.
3. **GREAT NORTHERN RAILWAY COMPANY (F. M. Yorke & Son Ltd.):** To points on Burrard Inlet and Vancouver Island.
4. **PACIFIC GREAT EASTERN RAILWAY COMPANY:** From C.P.R. ferry slip to P.G.E. terminal at Squamish for interior British Columbia points.

GRAIN ELEVATORS**VANCOUVER HARBOUR COMMISSIONERS' ELEVATORS****No. 1 ELEVATOR AND ANNEX—foot of Salisbury Drive:**

Storage and workhouse capacity.....	4,335,000 bushels.
Receiving capacity per hour. to storage.....	54,000 “
Loading “ “ “ to ships.....	72,000 “
Drying “ “ “	1,500 “
Cleaning “ “ “	25,000 “
Sacking “ “ “	1,850 “

(1,715,000 bushels is leased to Pacific Terminal Elevator Co. Ltd., and is operated as a public elevator.

2,620,000 bushels is leased to Vancouver Terminal Co. Ltd., and operated by them as a semi-public elevator in conjunction with their own elevator).

No. 2 ELEVATOR—foot Heatley Ave. (Leased to Alberta Pool Elevators Ltd.):

Storage and workhouse capacity.....	1,625,000 bushels.
Receiving capacity per hour. to storage.....	54,000 “
Loading “ “ “ to ships.....	72,000 “
Drying “ “ “	1,000 “
Cleaning “ “ “	26,000 “

No. 3 ELEVATOR—foot Vernon Drive (Leased to United Grain Growers Terminals Ltd.):

Storage and workhouse capacity.....	2,650,000 bushels.
Receiving capacity per hour. to storage.....	12,000 “
Loading “ “ “ to ships.....	40,000 “
Drying “ “ “	1,000 “
Cleaning “ “ “	16,000 “

PRIVATELY OWNED ELEVATORS**ALBERTA POOL ELEVATORS, LTD.—foot Cassiar St.**

(Built on land leased from Vancouver Harbour Commissioners):

Storage and workhouse capacity.....	5,150,000 bushels.
Receiving capacity per hour. to storage.....	54,000 “
Loading “ “ “ to ships.....	72,000 “
Drying “ “ “	1,000 “
Cleaning “ “ “	40,000 “

VANCOUVER TERMINAL COMPANY LTD.—foot Victoria Drive

(Built on land leased from Vancouver Harbour Commissioners):

Storage and workhouse capacity.....	2,250,000	bushels.
Receiving capacity per hour. to storage.....	54,000	“
Loading “ “ “ to ships.....	75,000	“
Drying “ “ “	1,000	“
Cleaning “ “ “	29,000	“

MIDLAND PACIFIC ELEVATOR CO. LTD.—foot St. Andrews—North Vancouver.

(Built on land leased from Vancouver Harbour Commissioners):

Storage and workhouse capacity.....	1,500,000	bushels.
Receiving capacity per hour. to storage.....	7,500	“
Loading “ “ “ to ships.....	30,000	“
Drying “ “ “	500	“
Cleaning “ “ “	11,200	“
Sacking “ “ “	2,200	“

COLUMBIA GRAIN ELEVATOR CO. LTD.—on Wall St. between Slocan & Kaslo.

(Loading berth is on land leased from Vancouver Harbour Commissioners):

Storage and workhouse capacity.....	333,000	bushels.
Receiving capacity per hour. to storage.....	8,000	“
Loading “ “ “ to ships.....	16,000	“
Cleaning “ “ “	4,900	“

BERTHAGE**No. 1 AND ANNEX:**

Has 4 ships' berths equipped with grain loading facilities. Two of these berths are also available for the Vancouver Terminal Co. Ltd. Elevator.

No. 2:

Has 2 ships' berths at the Ballantyne Pier.

No. 3

Has 2 ships' berths on the Jetty worked in conjunction with the Elevator.

ALBERTA POOL ELEVATOR:

Has 3 ships' berths.

VANCOUVER TERMINAL ELEVATOR:

Has 5 ships' berths, two of which are available also for No. 1 Elevator and Annex.

MIDLAND PACIFIC ELEVATOR:

Has 2 ships' berths.

COLUMBIA GRAIN ELEVATOR:

Has 1 ships' berth.

DOMESTIC STORAGE**BUCKERFIELD'S LIMITED:**

Storage capacity	400,000	bushels
Sacking capacity per hr. (200-lb. sacks).....	600	sacks

VANCOUVER MILLING AND GRAIN CO. LTD.:

Storage capacity.....	225,000	bushels
Sacking capacity per hr. (200-lb. sacks).....	120	sacks



BURRARD DRYDOCK (*North Vancouver*)

DRYDOCKS

Drydock and Ship Repair Works include:

BURRARD DRYDOCK & SHIPBUILDING CO. LTD.—*foot of Lonsdale Avenue, North Vancouver:*

Two building berths for vessels up to 10,000 tons. Two marine railways of 2,000 tons capacity and 1,000 tons capacity respectively. Floating Dock capacity 16,000 tons. Length of outriggers—536'6". Breadth between wing walls—98'0". Length over pontoons—126'x496'. Light railway throughout plant. Main pier 700 feet long, takes one large and one small vessel. Auxiliary Pier—32'x450'. One stationary crane capacity 100 tons.

B. C. MARINE, ENGINEERS & SHIPBUILDERS, LTD.—*foot of Victoria Drive:*

Building ways 200 feet long with capacity of 800 tons. Two marine ways with 800 and 1,500 tons capacity.

VANCOUVER DRYDOCK & SALVAGE CO.:

Drydock—800 tons capacity.

PACIFIC SALVAGE COMPANY, LTD.:

Floating Drydock and general repair shop. Three floating derricks. Salvage tugs.

OIL FACILITIES OF PORT

Ample facilities for the supply of Fuel Oil, Diesel Oil and Petroleum are provided at the Port of Vancouver. The Oil Companies maintain lighters for bunkering vessels at any point within the harbour not served by the pipe lines.

THE IMPERIAL OIL LIMITED:

The Imperial Oil Limited have their refinery at Ioco on the north shore of Burrard Inlet, with a daily throughput of 17,000 barrels and storage tank capacity of 1,272,500 barrels. The main dock is 700 feet long; depth at low water 30 feet. In addition there is a barge dock 415 feet long and a package dock 270 feet long.

THE SHELL OIL COMPANY OF BRITISH COLUMBIA LIMITED:

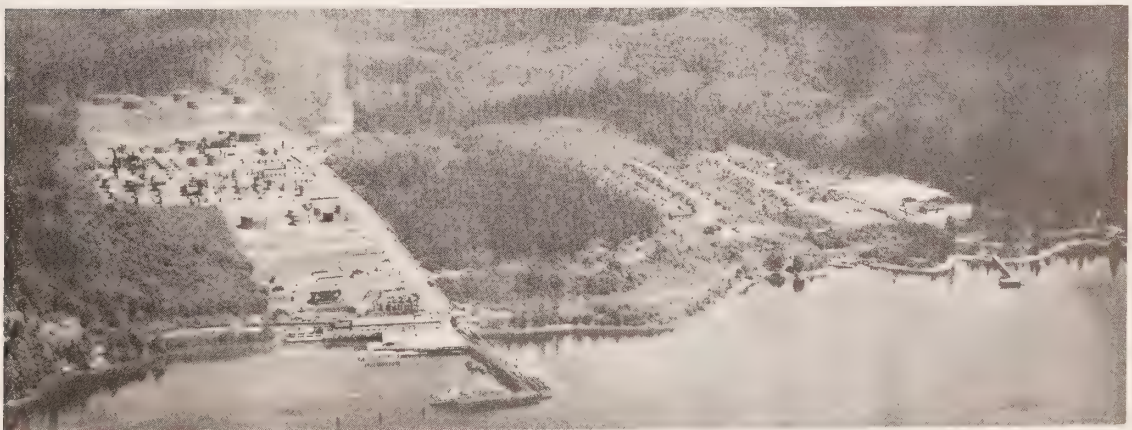
The Shell Oil Company of British Columbia Limited have just completed a refinery on the south shore of Burrard Inlet. The refinery has a daily throughput of 3500 barrels of crude oil per day and storage facilities for 250,000 barrels of oil. The plant is served by a wharf 400 feet by 40 feet with a depth of 30 feet at low water. In addition there is a wharf float to serve small vessels, and railway trackage with two spur tracks for car loadings, and one spur track for package shipment.

UNION OIL COMPANY OF CANADA LTD.:

The Union Oil Company of Canada Ltd. have their plant at Port Moody on the south shore of the Inlet. They have storage tank capacity for 225,000 barrels and a 300-foot dock. For foreign-going vessels pipes have been laid from the bonded tanks in the harbour along the waterfront to the Canadian Pacific docks and two vessels can load simultaneously.

HOME OIL DISTRIBUTORS LTD.:

Home Oil Distributors Ltd. plant is located at North Vancouver, and has a daily throughput of 1100 barrels, and storage tank capacity of approximately 42,850 barrels. The length of the dock is 700 feet.



THE IMPERIAL OIL CO., LIMITED, AT IOCO, B.C.

ANCHORAGES

There are four principal anchorages containing berths numbered in order that vessels may have an exact position. The berths are one thousand feet apart which is generally sufficient when lying at single anchor.

ANCHORAGE "A"

In the north-east part of the harbour, contains fourteen berths and is most used for vessels when awaiting cargo.

ANCHORAGE "B":

Five berths, is south of Anchorage "A", and is only used in emergency. The holding ground is indifferent.

ANCHORAGE "C":

Three berths, used principally for Government vessels and large visiting yachts.

ANCHORAGE "D":

Three berths, used in loading logs from adjacent mills.

EXPLOSIVE ANCHORAGE:

Vessels arriving with explosives on board must proceed to Explosive Anchorage and report to the Harbour Master for instructions.

The Explosive Anchorage is in English Bay.

East Boundary—longitude	123° 10'
West " "	123° 11'
North " "	49° 17' 30"
South " "	49° 17'

Vessels requiring an anchoring berth must apply to the Harbour Master and may do so by signal from Prospect Point.

PROHIBITED ANCHORAGE:

A telephone cable has been laid across the harbour between Vancouver City and North Vancouver as charted. Mariners are warned not to anchor in the vicinity of this cable.

VISITORS TO THE PORT

During the year under review the port had many distinguished visitors. We were honoured by a visit from Their Excellencies the Right Honourable the Earl of Bessborough, Governor General of Canada, and Countess Bessborough and their eldest son Lord Duncannon. During the visit they officiated at the opening of the Vancouver Exhibition and also inspected the harbour, embarking on the Yacht "Vencedor" from Ballantyne Pier, and accompanied by the President of the Board, Mr. S. McClay, paid a visit to Britannia Mining & Smelting Co., one of the greatest copper producing properties in the British Empire.

We were also honoured by a visit from a party of thirty-three who toured Canada under the leadership of Mr. W. A. McAdam, Secretary to the Agent General at British Columbia House, London. The party were the guests of the Commissioners on a tour of the harbour and the North Arm.

Among the other interesting visitors who were the guests of the Commissioners were:

Hon. James Gordon Coates, Premier of New Zealand.

Lord Elibank, Chairman of the Federation of Chambers of Commerce of the British Empire.

Sir Philip Cunliffe-Lister, Secretary of State for the Colonies.

Hon. Herbert M. Marler, Canadian Minister to Japan.

Mr. Jean Tillier, General Manager for Canada and United States of the French Line.

Hon. H. H. Stevens, Minister of Trade and Commerce.

Hon. R. J. Manion, Minister of Railways.

Mr. S. J. Hungerford, Acting Manager for the Canadian National Railways.

STATISTICS

In the preparation of the following statistics every care has been taken by the Harbour Commissioners' statistical department to make their figures as accurate as possible. The figures are not in any case approximations, but are taken direct from the ship's manifest.

NUMBER OF VESSELS AND REGISTERED TONNAGE 1926 - 1932

- (1) "Local Coastwise" includes all vessels trading in British Columbia waters only.
 (2) "Foreign Coastwise" includes all vessels trading in Puget Sound and Alaska.
 (3) "Deep Sea" includes all vessels trading outside of Cape Flattery.

	Local Coastwise		Foreign Coastwise		Deep Sea		Total	
	No. Ships	Net Tons	No. Ships	Net Tons	No. Ships	Net Tons	No. Ships	Net Tons
1926	17,148	4,268,620	1,548	1,900,942	1,071	3,698,066	19,767	9,867,628
1927	17,770	4,627,880	1,470	1,897,362	1,123	3,779,015	20,363	10,304,257
1928	19,270	4,958,498	1,470	2,109,982	1,344	4,674,091	22,084	11,742,571
1929	20,464	5,281,026	1,537	2,097,206	1,295	4,532,794	23,296	11,911,026
1930	18,894	5,694,115	1,619	2,598,294	1,157	4,313,666	21,670	12,606,075
1931	15,376	4,993,164	1,728	3,112,032	1,036	4,031,192	18,140	12,136,388
1932	13,394	4,388,184	1,464	2,192,984	1,123	4,501,734	15,981	11,082,902

PASSENGER TRAFFIC—1932:

	ARRIVALS			DEPARTURES		
	Deepsea	Coastwise	Total	Deepsea	Coastwise	Total
January	382	14,682	15,064	1,296	15,968	17,264
February	316	12,596	12,912	424	13,319	13,743
March	482	18,200	18,682	614	19,287	19,901
April	985	17,422	18,407	651	17,221	17,872
May	1,209	27,185	28,394	633	27,106	27,739
June	1,042	35,948	36,990	1,232	38,631	39,863
July	870	59,353	60,223	1,292	63,424	64,716
August	738	58,603	59,341	1,674	52,761	54,435
September	693	32,734	33,427	1,388	30,217	31,605
October	355	18,192	18,547	1,941	17,322	19,263
November	295	12,666	12,961	1,507	12,551	14,058
December	266	15,722	15,988	1,139	15,234	16,373
TOTAL.....	7,633	323,303	330,936	13,791	323,041	336,832

PASSENGERS HANDLED BY FERRIES (Within the Harbour Limits):

January	293,931
February	271,363
March	311,751
April	304,813
May	356,284
June	344,143
July	383,869
August	392,534
September	335,407
October	310,523
November	262,136
December	293,637
TOTAL	3,860,391

RECORD OF SHIPPING FOR 1932

DEEP SEA:

	ARRIVALS			DEPARTURES		
	No. of Vessels	Gross Tons	Net Tons	No. of Vessels	Gross Tons	Net Tons
January	103	693,632	421,761	100	679,710	413,425
February	85	524,187	322,209	95	586,564	359,753
March	91	596,755	366,206	91	609,090	374,163
April	95	621,460	381,679	91	586,181	360,021
May	88	587,883	359,396	88	572,526	350,783
June	79	507,175	304,744	83	537,126	322,952
July	79	568,484	347,145	78	565,292	344,976
August	87	579,273	352,282	84	585,241	355,392
September	90	588,268	358,281	90	561,025	342,962
October	115	736,789	445,792	111	729,374	441,834
November	102	647,272	396,265	99	623,234	382,442
December	109	732,975	445,974	113	747,027	451,415
TOTAL.....	1,123	7,384,153	4,501,734	1,123	7,382,390	4,500,118

FOREIGN COASTWISE:

	ARRIVALS			DEPARTURES		
	No. of Vessels	Gross Tons	Net Tons	No. of Vessels	Gross Tons	Net Tons
January	119	416,137	197,090	119	408,419	193,090
February	110	323,989	161,280	110	331,417	164,716
March	138	355,218	177,547	133	355,323	177,555
April	129	354,560	176,040	127	352,248	174,826
May	119	407,762	193,340	129	412,019	195,700
June	114	430,905	203,633	113	432,509	204,850
July	139	482,134	230,830	138	481,923	230,523
August	143	474,962	227,317	140	469,676	225,485
September	118	416,074	199,085	125	420,423	200,547
October	119	262,151	148,234	112	261,509	147,934
November	102	242,133	137,410	107	242,805	137,700
December	114	248,366	141,178	115	249,499	141,539
TOTAL.....	1,464	4,414,391	2,192,984	1,468	4,417,770	2,194,465

LOCAL COASTWISE:

	ARRIVALS			DEPARTURES		
	No. of Vessels	Gross Tons	Net Tons	No. of Vessels	Gross Tons	Net Tons
January	976	562,414	323,724	992	566,334	326,524
February	970	550,512	317,353	991	551,367	325,318
March	1,035	599,893	354,640	1,051	608,103	353,150
April	1,052	577,584	347,185	1,039	574,399	344,910
May	1,163	673,854	386,123	1,149	665,804	388,293
June	1,112	769,663	430,025	1,102	773,705	428,985
July	1,207	789,675	425,673	1,229	798,366	427,066
August	1,250	770,501	419,889	1,246	770,206	418,790
September	1,194	672,878	378,957	1,130	667,895	372,818
October	1,314	610,632	357,191	1,315	609,114	455,950
November	1,152	567,324	328,630	1,178	575,646	336,091
December	969	564,292	318,794	961	557,643	313,774
TOTAL.....	13,394	7,709,222	4,388,184	13,383	7,718,582	4,491,669

TRADE BY COUNTRIES

(Tons) 1932

Country	Imports	Exports		Imports	Exports
Africa, N. (except Egypt) ..		2	Irish Free State		5,357
Africa, S.	8,441	6,557	Italy	797	12,999
Africa, E.	789	144	Japan	48,270	459,570
Africa, W.		26	Malta		101
Argentina	570	727	Mexico		211
Arctic	6	548	New Foundland		1,129
Australia	11,236	45,461	New Zealand	1,946	16,658
Belgium	9,015	289,055	Norway	121	14,877
Brazil	1,123	1,654	Palestine		27
Canary Islands		10	Panama	127	1,578
Central America (N.O.C.) ..	1,025	1,340	Philippine Islands	3,039	16,753
China	16,303	284,464	Russia		50,315
Cyprus		5	South America (N.O.C.)	24,545	25,420
Czechoslovakia		100	South Sea Islands		1,951
Denmark	375	56,190	Spain	108	64
East Indies	1,921	3,850	Straits Settlements	2,313	550
Eastern Canada	18,745	21,147	Sweden	578	51,063
Egypt		259	Syria		14
Finland		319	Switzerland		581
Fiji Islands	62,640	2,340	United Kingdom	51,687	1,803,042
France	838	304,595	U. S. A., Pacific	948,973	19,051
Germany	6,364	118,492	U. S. A., Atlantic	3,930	7,635
Gibraltar		47	West Indies	27,619	30,258
Greece		8,478			
Hawaii	404	4,214	Deepsea Total	1,272,172	3,793,105
Holland	4,162	119,571	Foreign Coastwise Total ...	19,538	24,063
Iceland		3	British Columbia Ports		
India	14,162	4,303	Total	1,571,055	545,922
			GRAND TOTAL	2,862,765	4,363,090

NOTE: In this and other tables the letters "N.O.C." opposite any country signify "Not Otherwise Classified."

TONNAGE OF IMPORTS AND EXPORTS 1926 - 1932

IMPORTS					EXPORTS				
	Local	Foreign				Local	Foreign		
	Coastwise	Coastwise	Deep Sea	Total		Coastwise	Coastwise	Deep Sea	Total
1926	3,507,212	52,461	1,122,237	4,681,910	1926	598,914	64,651	2,689,947	3,353,512
1927	3,176,788	51,178	1,285,389	4,513,355	1927	580,062	33,197	2,683,013	3,296,272
1928	3,501,045	30,994	1,314,127	4,846,166	1928	651,483	44,047	4,358,091	5,053,621
1929	3,308,649	42,175	1,718,088	5,068,912	1929	868,195	41,629	3,619,153	4,528,977
1930	2,784,825	42,600	1,527,364	4,354,789	1930	789,089	20,072	2,862,889	3,672,050
1931	2,187,100	23,787	1,364,727	3,575,614	1931	759,621	25,267	2,932,203	3,717,091
1932	1,571,055	19,538	1,272,172	2,862,765	1932	545,922	24,063	3,793,105	4,363,090

LOGS AND LUMBER, FT. B. M.
By Months, showing comparison with 1922.

DEEPSEA:

	IMPORTS		EXPORTS	
	1922	1932	1922	1932
January	13,146	34,082	16,497,170	16,090,921
February	18,288	65,853	12,895,540	20,549,238
March	480	78,699	14,351,227	22,393,474
April	8,328	7,779	20,203,438	14,813,557
May	33,828	58,245	14,317,620	22,645,891
June	10,078	21,608	12,390,535	14,415,274
July	57,219	26,245	7,456,752	20,640,127
August	39,394	162,304	8,713,626	14,975,797
September	2,413	59,404	14,180,676	15,065,087
October	26,181	33,061	14,948,516	18,148,863
November	4,000	5,052	15,188,029	13,235,666
December .....	.....	595,684	10,421,679	17,112,754
TOTAL	213,355	1,148,016	161,564,808	210,086,649

FOREIGN COASTWISE:

January	39,804	354,559	7,635,040	.....
February	5,673	.....	3,456,418	.....
March	241,359	847,578	2,241,863	10,059
April	25,072	227,248	2,233,093	.....
May	27,273	.....	1,608,088	.....
June	2,727	14,319	6,327,886	.....
July	1,868	.....	3,686,541	.....
August	8,576	.....	1,391,338	.....
September	10,379	.....	3,508,920	1,284,918
October	13,510	.....	3,840,404	2,191,170
November	2,232	323,076	5,110,409	1,000
December	6,251	571,052	1,372,897	.....
TOTAL	384,724	2,337,832	42,412,897	3,487,147

LOCAL COASTWISE:

January	52,217,633	27,316,615	1,120,146	3,885,705
February	39,336,185	32,637,978	842,195	3,756,657
March	44,658,339	31,489,909	1,201,857	4,338,729
April	57,015,428	32,766,601	974,179	7,321,137
May	75,445,203	38,567,512	1,334,439	4,642,510
June	81,795,528	44,039,758	663,671	2,335,776
July	81,880,822	33,313,188	1,246,009	6,145,774
August	77,022,992	43,222,219	1,200,905	3,232,673
September	65,590,985	25,750,000	650,868	4,265,084
October	84,499,804	30,301,668	1,681,684	1,698,537
November	70,618,420	28,785,316	1,335,585	2,681,952
December	63,363,880	23,266,880	945,986	3,237,043
TOTAL	793,445,219	391,457,644	13,197,524	47,541,577
Total Imports, 1922	794,043,298		Total Exports, 1922	217,175,229
Total Imports, 1932	394,943,492		Total Exports, 1932	261,115,373

EXPORT OF SHINGLES
1932

Country	Bundles		
Africa, South	2,925	United Kingdom	6,800
Arctic	20	U. S. A. Pacific	386,542
Eastern Canada	24,932	U. S. A. Atlantic	91,788
Germany	300	West Indies	13,951
Holland	42		
New Zealand	3,490	TOTAL	530,790

EXPORTS OF LUMBER—FEET B. M., 1932

Port of Vancouver

Country	Lumber	Logs	Poles & Piles	Lath	
				Bundles	Board Feet
Africa, South	1,780,565	530,053	.....	.....	.....
Africa, East	41,656	.....	.....	.....	.....
Arctic	9,286	.....	.....	.....	.....
Argentina	52,106	.....	.....	.....	.....
Australia	14,372,892	6,010,775	.....	.....	.....
Belgium	79,474	.....	.....	.....	.....
Brazil	8,262	.....	.....	.....	.....
Canary Islands	6,087	.....	.....	.....	.....
Central America	72,910	.....	.....	.....	.....
China	13,082,856	3,866,992	230,657	.....	.....
Denmark .....	.....	48,397	.....	.....	.....
Eastern Canada	5,871,675	.....	.....	.....	.....
France	365,137	4,562	.....	.....	.....
Fiji Islands	929,132	49,714	.....	.....	.....
Germany	132,526	824,943	.....	.....	.....
Holland	173,999	320,545	.....	.....	.....
India	502,214	.....	.....	.....	.....
Italy	113,877	.....	.....	.....	.....
Irish Free State	100,262	.....	.....	.....	.....
Japan	20,387,471	84,312,306	559,640	.....	.....
Mexico	30,174	.....	.....	.....	.....
New Zealand	356,451	.....	.....	5,314	79,449
Panama	923,087	.....	.....	.....	.....
South America N.O.C.	216,411	.....	.....	.....	.....
S. Sea Islands N.O.C.	87,634	111,789	.....	.....	.....
Spain	15,955	3,456	.....	.....	.....
Straits Settlements	2,628	.....	.....	.....	.....
United Kingdom	40,390,764	39,794	.....	.....	.....
U. S. A. Pacific	1,838,372	3,480,068	1,256,051	8,984	149,619
U. S. A. Atlantic	2,266,041	.....	.....	3,000	50,000
West Indies	7,248,100	77,197	109,785	.....	.....
TOTAL	111,458,004	99,680,591	2,156,133	17,298	279,068
Lumber	111,458,004	.....	.....	.....	.....
Logs	99,680,591	.....	.....	.....	.....
Poles and Piles	2,156,133	.....	.....	.....	.....
Lath	279,068	.....	.....	.....	.....
TOTAL	213,573,796 Ft. B.M.	.....	.....	.....	.....

WATERBORNE EXPORTS OF LUMBER
AND LOGS—FT. B. M.

1932

From all British Columbia Ports

Alaska	40,760	Germany	120,519
Africa, South	5,664,646	Holland	144,018
Australia	125,551,388	Italy	128,678
Central America	1,716,104	Spain	15,955
China	53,341,172	West Indies	8,239,598
India	544,271	U. S. A. Pacific	10,457,746
Japan	60,031,785	U. S. A. Atlantic	38,516,433
Mexico	30,174	Unclassified	30,674,044
New Zealand	979,148		
South America	140,945		
South Sea Islands	2,009,102	TOTAL LUMBER EXPORTS	446,889,543
United Kingdom	108,314,682	TOTAL LOGS, PILES, POLES	165,764,683
Belgium	79,474		
France	148,901		612,654,226

EXPORTS OF GRAIN
Calendar Year 1932 (Bushels)

Country	Wheat	Oats	Rye	Barley	Total
Africa, South.....	43,072	.....	.....	.....	43,072
Belgium	8,349,328	1,474,411	.....	371,726	10,195,465
Central America	1,690	.....	.....	.....	1,690
China	6,061,914	38,774	.....	12,135	6,112,823
Denmark	1,712,475	.....	40,000	.....	1,752,475
France	9,923,413	175,325	.....	25,483	10,124,221
Germany	3,726,937	32,941	.....	44,986	3,804,864
Greece	282,613	.....	.....	.....	282,613
Holland	2,514,957	1,330,455	20,000	449,349	4,314,761
Irish Free State	173,547	.....	.....	.....	173,547
Italy	277,280	13,176	.....	.....	290,456
Japan	5,854,464	.....	.....	.....	5,854,464
Mexico .....	.....	8,822	.....	.....	8,822
Norway	418,133	.....	.....	.....	418,133
New Zealand	137,496	.....	.....	.....	137,496
Philippine Islands .....	.....	13,764	.....	.....	13,764
Russia	1,647,779	.....	31,500	.....	1,679,279
South America	813,969	.....	200	.....	814,169
Sweden	1,678,503	.....	.....	.....	1,678,503
Switzerland	18,666	.....	.....	.....	18,666
United Kingdom	51,603,344	4,079,566	.....	1,338,711	57,021,621
U. S. A. Pacific	2,053	.....	.....	.....	2,053
West Indies .....	.....	263,968	.....	.....	263,968
TOTAL	95,241,633	7,431,202	91,700	2,242,390	105,006,925

EXPORTS OF GRAIN
Crop Year 1931-1932 (Bushels)

	Wheat	Oats	Rye	Barley	Total
August, 1931	2,705,103	1,647	.....	1,042	2,707,792
September	3,580,258	160,070	23,977	1,042	3,765,347
October	3,512,225	209,458	.....	1,042	3,722,725
November	6,087,795	347,397	357	1,250	6,436,799
December	9,298,714	693,057	8,000	36,249	10,036,020
January, 1932	9,872,137	1,381,528	.....	192,416	11,446,081
February	5,812,933	579,393	.....	125,249	6,517,575
March	6,851,909	624,918	.....	293,872	7,770,699
April	9,628,387	1,747,294	20,000	691,472	12,087,153
May	6,802,526	812,516	.....	368,236	7,983,278
June	6,506,366	339,634	31,500	99,593	6,977,093
July	5,002,463	93,167	40,000	24,172	5,159,802
TOTAL	75,660,816	6,990,079	123,834	1,835,635	84,610,364

GRAIN IN BUSHELS SHIPPED THROUGH THE PORT OF VANCOUVER, B.C.

Calendar Years

	Wheat	Oats	Barley	Rye	Total
1921	1,225,137	25,933	.....	.....	1,251,070
1922	14,289,390	41,958	.....	132,535	14,463,883
1923	24,283,033	95,234	.....	284,750	24,663,017
1924	51,218,061	1,696,036	88,541	237,878	53,240,516
1925	34,457,526	162,198	238,611	9,857	34,868,192
1926	44,759,786	470,120	.....	.....	45,229,906
1927	43,419,592	162,218	.....	20,400	43,602,210
1928	96,667,350	761,610	132,756	.....	97,561,716
1929	73,343,937	364,403	275,774	.....	73,984,114
1930	63,201,685	223,453	12,174	.....	63,437,312
1931	68,122,549	2,567,374	66,042	85,480	70,841,445
1932	95,241,633	7,431,202	2,242,390	91,700	105,006,925

EXPORTS OF FLOUR (Barrels) 1932

Country	
Central America	4,051
China	374,242
Czechoslovakia	1,029
Denmark	27,305
East Indies	6,869
Finland	2,802
Germany	1,576
Hawaii	16
Holland	225
Italy	34,627
Japan	149,518
New Zealand	64,715
Newfoundland	10,985
Norway	22,908
Panama	60
Philippine Islands	85,833
South America	528
Straits Settlements	854
Spain	337
Sweden	1,491
United Kingdom	207,321
U. S. A. Pacific	1,653
West Indies	76,816

TOTAL1,075,761

EXPORT OF B. C. CANNED MILK

1932

Country	Cases
Africa, East	20
China	18,556
East Indies	3,872
Egypt	6,890
Fiji Islands	132
Gibraltar	1,480
India	4,432
Japan	500
Malta	3,165
Palestine	645
Panama	27
Philippine Islands	650
South America	2,320
South Sea Islands	25
Straits Settlements	5,050
United Kingdom	19,961
West Indies	1,380

TOTAL 69,105

EXPORTS OF PAPER (Tons)

1932		
Country	Newsprint	Kraft
Australia	2,609	—
China	1,619	351
East Indies	—	9
Fiji Islands	13	13
Hawaii	3,403	—
Japan	20,279	4,224
New Zealand	3	32
Panama	—	2
Philippine Islands	245	—
South America	—	4
Straits Settlements	3	5
U. S. A. Pacific	229	3
U. S. A. Atlantic	705	—
West Indies	—	17
TOTAL	29,108	4,660

EXPORTS OF B. C. APPLES (Boxes)

1932	
Country	
Belgium	15
China	8,212
Denmark	3,993
East Indies	875
Fiji Islands	285
Germany	6
India	150
Italy	3
New Zealand	6,050
Norway	250
Straits Settlements	880
Sweden	2,350
United Kingdom	81,085
U. S. A. Pacific	3
TOTAL	104,157

EXPORTS OF PULP (Tons)

1932	
Country	
Australia	181
China	2,292
East Indies	121
Holland	126
India	376
Japan	4,809
New Zealand	23
United Kingdom	510
TOTAL	8,441

NOTE:—The Above figures represent the quantity of Paper and Pulp handled through the Port of Vancouver only, and do not include the shipments direct from the mills adjacent to this Port. The total exports of pulp and paper from all B. C. ports amounted to 257,318 tons during 1932.

EXPORTS OF LEAD AND ZINC (Tons)

1932		
Country	Lead	Zinc
Argentina	173	459
South Africa	271	—
Brazil	1,433	208
Belgium	1,288	2,092
China	3,683	639
Denmark	431	56
East Indies	—	22
France	646	1,014
Germany	1,148	532
Holland	1,688	1,092
India	—	2,417
Japan	6,304	4,706
Norway	56	—
Sweden	414	—
South America, N.O.C.	61	—
United Kingdom	19,111	5,277
West Indies	67	—
TOTAL	36,774	18,514

EXPORTS OF CANNED FISH (Cases)

1932		
Country	Canned Salmon	Canned Pilchards
Australia	200,150	9,904
Africa, North	50	—
Africa, South	27,510	50
Africa, East	1,452	—
Africa, West	686	—
Argentina	200	—
Belgium	26,486	—
Canary Islands	15	—
Central America, N.O.C.	391	—
China	1,565	15
Cyprus	138	—
Denmark	625	—
East Indies	2,957	458
Eastern Canada	191,236	1,335
Egypt	951	—
Fiji Islands	9,441	1,565
France	24,512	—
Germany	865	—
Hawaii	761	—
Holland	2,035	—
Italy	22,748	—
India	7,652	100
Mexico	100	—
New Zealand	27,911	1,606
Panama	636	—
Palestine	160	—
Philippine Islands	20,791	—
South America, N.O.C.	3,623	65
Straits Settlements	586	230
South Sea Islds., N.O.C.	2,390	260
Switzerland	530	—
Sweden	55	—
Syria	375	—
United Kingdom	279,132	—
U. S. A. Pacific	32,241	300
U. S. A. Atlantic	12,683	—
West Indies	12,114	1,027
TOTAL	915,753	16,915
Canned Salmon	915,753	—
Canned Pilchards	—	16,915
TOTAL Cases	932,668	—

EXPORTS OF FISH (Tons) 1932

Country	Fresh & Frozen	Salt Salmon	Salt Herring	Cured
Australia	23			14½
Belgium	12½	5		
China	36½		9,705	58½
Denmark	½			63½
East Indies	4			1
Fiji Islands				13
France	125			
Germany	88			368½
Hawaii				16
Holland	15			11
India	1			
Japan	698½	6,628	5,533	15
Norway				2
Philippine Islands	9½			
Straits Settlements	5			
Sweden				52½
United Kingdom	975			31½
U. S. A. Pacific	73½	½		66½
West Indies	1			
TOTAL	2,068	6,633½	15,238	713½
Fresh and Frozen				
Salt Salmon				
Salt Herring				
Cured Fish				
TOTAL				
24,653 tons				



600 TONS
OF PILCHARDS
AT NOOTKA, B. C.

S.S.
"NOOTKA"
Loading
200,000
Gallons
Pilchard Oil
for direct
connection
with ocean
steamer at
Vancouver



OCEAN- GOING VESSELS SINCE 1909

Year	No. of Vessels	Net Tonn	U.S.A.	Japan	Norway	France	Holland	Denmark	Sweden	Russia	Mexico	Peru	Chile	Cyprus	Italy	China	Spain	Nicaragua	Panama	Germany	Belgium	Greece	Guatemala	Finland	Steamers	Motor Vessels	Sailing Vessels
1909	71	195,789	20		7	1														7					51	20	
1910	84	236,579	13			1				1	3									10					72	12	
1911	93	351,098	27		7	1														4					77	16	
1912	112	288,656	37	4	5			1	1				3		1					1					102	10	
1913	132	365,953	48	4	1			1	1	2			1							7					118	14	
1914 No Records Available																											
1915	237	683,538	115	37	2			1		5	1														225	12	
1916	343	928,006	175	46	14			2		2	2														327	16	
1917	240	768,094	102	34	13			1	3																230	1	9
1918	298	851,186	146	41	10			2	1	1						1									275	14	9
(Nine Months)																											
1919	328	1,016,177	114	28	17	32	3	5			7														316	4	8
1920	336	1,163,699	150	15	3	9	3		2																316	9	11
1921	496	1,867,265	190	84	5	4	10	6	6			1													481	10	5
1922	717	2,474,724	303	122	25	15	17	7	3																659	52	6
1923	845	2,804,883	338	129	37	18	15	8	7																778	55	12
1924	1,009	3,404,355	422	123	71	19	20	21	11		2		2		4	2	2	2	5	12					924	76	9
1925	916	3,175,885	376	147	28	19	17	11	12						3			1	1	12	1	3			790	118	8
1926	1,071	3,698,066	430	158	63	23	21	24	21						19				5	18	5	1			869	197	5
1927	1,123	3,779,015	445	155	54	25	22	25	24						23				3	18			2		880	241	2
1928	1,344	4,764,091	533	222	69	20	23	37	32						18		1		2	35					1047	297	
1929	1,295	4,532,794	466	219	68	22	23	28	27		1				17			1	1	45	4	1			960	332	3
1930	1,157	4,313,666	394	169	87	24	24	23	28						15					42	13			1	791	365	1
1931	1,036	4,031,192	349	119	88	20	22	36	31						21				1	46	11				664	372	
1932	1,123	4,501,734	451	146	108	19	23	35	33					1	17				2	43	3	1			690	433	

TABLE OF DISTANCES BETWEEN VANCOUVER AND PRINCIPAL PORTS 10 KNOTS

Vancouver to—	Nautical Miles	Time of Voyage	Vancouver to—	Nautical Miles	Time of Voyage
Adelaide	7,753	32 days	Liverpool (p)	8,547	36
Aden	10,725	45	London (p)	8,859	36
Alexandria (s)	12,271	51	Madras	9,721	40
Antwerp (p)	8,899	37	Manila	5,969	25
Astoria	280	28 hours	Manzanillo (p)	2,300	9
Auckland	6,205	26 days	Marseilles (p)	9,143	37
Baltimore (p)	6,013	25	Mazatlan	2,160	9
Batavia	7,369	30	Montreal (p)	7,260	30
Bombay	9,536	39	Newcastle (p)	9,065	38
Bordeaux (p)	8,724	36	New Orleans (p)	5,497	22
Boston (p)	6,290	26	New York	6,089	25
Bremen (p)	9,148	37	Panama	4,077	16
Brisbane	6,440	26	Philadelphia	6,055	25
Bristol (p)	8,624	35	Port Said (p)	10,353	43
Buenos Aires (m)	8,336	34	Port Said (s)	12,124	50
Calcutta	8,639	35	Portland	380	38 hours
Callao	4,991	21	Quebec (p)	7,125	29 days
Cape Town (p)	10,527	43	Rangoon	8,167	33
Cape Town, via Colombo	11,017	46	Rio (p)	8,345	34
Colombo	8,586	35	Rotterdam (p)	8,911	37
Copenhagen (p)	9,326	38	Salina Cruz	2,950	12
Galveston (p)	5,617	23	San Francisco	820	3.5
Gibraltar (p)	8,453	35	San Pedro	1,180	4.5
Glasgow (p)	8,742	36	Seattle	125	12.5 hrs
Halifax (p)	6,455	26	Shanghai	5,230	21 days
Hamburg (p)	9,166	37	Singapore	7,089	29
Havana (p)	3,014	20	Swansea (p)	8,586	35
Havre (p)	8,720	36	Sydney	6,848	28
Hongkong	5,800	24	Valparaiso	5,938	25
Honolulu	2,409	10	Vladivostok	5,200	21
Karachi	10,199	42	Yokohama	4,280	17
Kingston, Jamaica	4,777	20			

(p) via Panama Canal

(s) via Suez Canal

(m) via Magellan

The Distance from Vancouver to Cape Flattery is 144 nautical miles, and the open sea is not reached until Cape Flattery is passed.

FOREIGN CONSULS

ARGENTINA	Vice Consul	F. W. Bernard	1435 Pendrell St.
BELGIUM	Consul General	J. Van Rickstal	470 Granville St.
BOLIVIA	Consul	C. Johnson	Marine Building
BRAZIL	Vice Consul	A. P. Watkins	410 Seymour St.
CHILE & COLOMBIA	Consul	H. J. Morris	550 Beatty St.
CHINA	Consul	Hsiki Chow	510 W. Hastings St.
COSTA RICA	Consul	F. G. T. Lucas	Marine Building
DENMARK	Consul	L. L. Jessen	809 Birks Building
ECUADOR	Vice Consul	R. D. Williams	Marine Building
FINLAND	Consul	G. W. Tornroos	551 Howe St.
FRANCE	Consul	Paul Suzor	850 W. Hastings St.
GUATEMALA	Consul	H. E. Hacking	325 Howe St.
ITALY	Consular Agent	Nicola Masi	501 Main St.
JAPAN	Vice Consul	M. Nonomura	525 Seymour St.
LATVIA	Consul	W. Savage	744 W. Hastings St.
MEXICO	Consul	R. Cantu Lara	850 W. Hastings St.
NETHERLANDS	Consul	M. A. Van Roggen	525 Seymour St.
NORWAY	Consul	C. B. Stahlschmidt	429 W. Pender St.
	Vice Consul	C. J. Bjorke	425 Carrall St.
PANAMA	Consul	E. Johnson	1176 Granville St.
PARAGUAY	Consul	H. W. Colgan	510 W. Hastings St.
PERU	Consul	Felix Luna de la Puente	850 W. Hastings St.
SIAM	Consul General	W. J. M. Watson-Armstrong	614 Mining Bldg.
SPAIN	Vice Consul	P. F. Bernard	1425 Pendrell St.
SWEDEN	Consul	A. Stahl	1925 W. Georgia St.
SWITZERLAND	Consul	E. Baeschlin	402 W. Pender St.
UNITED STATES	Consul General	E. E. Palmer	Marine Building
URUGUAY	Vice Consul	C. E. Disher	402 W. Pender St.
VENEZUELA	Consul	H. F. Harrison	Marine Building

SHIPS' PROTECTION CLUBS

Representatives

American Steamship Owners Mutual Protection and Indemnity Association	Griffin, Montgomery & Smith 602 West Hastings Street
Assurance Foreningen Skuld of Oslo and Copenhagen.....	—do—
Assurance Foreningen Gard of Norway.....	—do—
Balfour, Kessler Agencies Inc., of San Francisco.....	—do—
British Steamship Owners Association.....	—do—
Danish Shipowners' Defence Assoc., Copenhagen.....	—do—
Mercantile Marine Service Association.....	—do—
Newcastle Protection & Indemnity Association.....	—do—
Navigators' & General Insurance Co. Ltd., London.....	—do—
Pacific Marine Insurance Agency of San Francisco.....	—do—
Shipowners' Claims Bureau Inc., of New York.....	—do—
Standard Steamship Owners' Protection and Indemnity Association Ltd.	—do—
Standard Shipowners' Mutual Freight, Demurrage and Defence Association of London.....	—do—
Sunderland Steamship Protecting & Indemnity Association of London	—do—
Swedish Shipowners' Defence Association of Stockholm.....	—do—
United Kingdom Mutual Steamship Assurance Association.....	—do—
United Kingdom Freight, Demurrage and Defence Association of Newcastle-upon-Tyne	—do—
German Shipowners' Protection Association.....	C. Gardner Johnson Co. Ltd. 989 West Hastings Street
West of England Protection and Indemnity Association.....	—do—
Northern Shipowners' Association of Oslo, Norway.....	—do—
Imperial Merchant Service Guild.....	Davis, Pugh, Davis, Hossie, Ralston & Lett, 626 West Pender Street
Navigation and General Assurance Society.....	J. E. A. Hutcheson, 626 West Pender Street
North of England Protection & Indemnity Association.....	Lawson & Clark, 510 West Hastings Street

MARINE SURVEYORS

The Port Warden—appointed by the Minister of Marine—is the official surveyor of ships and their cargoes. Below are the names and addresses of Marine Surveyors in the City:

British Corporation Register of Shipping and Aircraft, 355 Burrard Street. W. A. Wallace, Surveyor.

Lloyd's Register of Shipping, 355 Burrard Street. A. Scott, Surveyor; F. S. Boomer Surveyor.

Board of Marine Underwriters of San Francisco, 850 West Hastings St. Capt. F. L. Clarke, Surveyor; Capt. A. B. Watson, Surveyor.

Salvage Association of London, 355 Burrard Street. T. C. Warkman, Surveyor.

Bureau Veritas, 355 Burrard Street. John Lockhart, Surveyor.

John Gould, 423 Hamilton Street.

Wm. N. Kelly, 837 W. Hastings St.

REGULAR STEAMSHIP LINES OPERATING FROM VANCOUVER, B. C.

TO EUROPE:

Line	Flag	Ports of Discharge	Service	Vancouver Agents
Blue Star Line	Br.	U.K. and Continental Ports	Twice Monthly	American Mail Line.
Ben Line Steamers Ltd.	Br.	U.K. and Continental Ports	Monthly	Anglo-Canadian Shipping Co.
Canadian Transport Co.	Chart.	United Kingdom	Occasional	Canadian Transport Co.
Cascade Line	Nor.	U.K., Rotterdam, Antwerp	Twice Monthly	Anglo-Canadian Shipping Co.
Chapman	Br.	U.K. and Continental Ports	Frequent	Dale & Co.
Cie. Gle. Transatlantique	Fr.	Bordeaux, Havre, Antwerp, Dunkirk	Every two weeks.	Empire Shipping Co.
Compagnie Maritime Belge	Belg.	U.K. and Continental Ports	Monthly	Harvey Shipping Co.
Donaldson Line	Br.	London, Liverpool, Glasgow	Every two weeks.	Balfour Guthrie & Co. (Can). Ltd.
East Asiatic Line	Dan.	Hamburg, Hull, Newcastle, Copenhagen.	Every two weeks.	B. L. Johnson Walton & Co. Ltd.
Furness Line	Br.	London, Liverpool, Manchester, Glasgow.	Every two weeks.	Furness (Pacific) Ltd.
Hamburg-America Line	Ger.	Cristobal, Hamburg, Bremen, Antwerp, Rotterdam	Every two weeks.	Dingwall Cotts & Co.
Harrison	Br.	London, Liverpool	Monthly	B. W. Greer & Son Ltd.
Inter-Ocean	U.S.	Havre, Antwerp, Rotterdam	Twice Monthly	Canadian Shipping Co. Ltd.
(Joint Service of)—				
Royal Mail Steam-Packet	Br.	Liverpool, Southampton, London	Twice Monthly	Royal Mail Steam Packet Co.
and Holland Amerika	Dutch	Rotterdam		
Isthmian Line	U.S.	London, Liverpool, Avonmouth, Belfast, Dublin, Glasgow	Every 3 weeks	B. W. Greer & Son, Ltd.
Johnson Line	Swed.	U.K. and Scandinavian Ports	Monthly	C. Gardner Johnson Ltd.
Klaveness Line	Nor.	Shanghai, Hongkong, Singapore, and Dutch East Indies	Monthly	Balfour Guthrie & Co.
Navigazione Libera Triestina	Ital.	Barcelona, Marseilles, Genoa, Naples, Leghorn, Trieste, Venice	Every two weeks.	Empire Shipping Co. Ltd.
North German Lloyd	Ger.	Hamburg, Bremen, Antwerp	Every two weeks	Dodwell & Co. Ltd.
Fred Olsen Line	Nor.	London & Scandinavian Ports	Every two weeks.	Anglo-Canadian Shipping Co.
Reardon Smith Line	Br.	London, Liverpool, Manchester, Glasgow	Every two weeks.	T. A. Lee & Holway Ltd.

TO ORIENT:

American Mail Line	U.S.	Japan & China Ports and Philippines	Monthly	American Mail Line.
Blue Funnel Line	Br.	Yokohama, Kobe, Hongkong	Monthly	Dodwell & Co. Ltd.
British Canadian Steamship Line	Br.	North China Ports	Monthly	Ocean Shipping Co. Ltd.
Canadian Pacific Steamships Ltd.	Br.	Honolulu, Yokohama, Kobe, Nagasaki, Shanghai, Hongkong, Manila	Every 3 weeks	Canadian Pacific Steamships Ltd.
Canadian Transport Co.	Chart.	China Ports	Monthly	Canadian Transport Co. Ltd.
Mitsui	Japan	Japan Ports	Frequent	Roy I. Funk.
Mitsubishi	Japan	Japan Ports	Occasional	Mitsubishi Co.
Nippon Yusen Kaisha	Japan	Yokohama, Kobe, Osaka, Nagasaki, Shanghai, Hongkong	Every two weeks.	B. W. Greer & Son Ltd.
United Ocean Transport Co.	Japan	Yokohama, Kobe, Osaka, Moji, Nagoya, Shanghai	Every two weeks.	Empire Shipping Co.
Silver-Java-Pacific Line	Dutch	Macassar, Sourabaya, Samarang, Batavia, Singapore, Belawan Deli, Penang, Rangoon, Calcutta, and transhipment to South Africa, Western Australia & Queensland		
Tacoma Oriental Steamship Co.	U.S.	Yokohama, Nagoya, Kobe, Shanghai, Tsingtao, Dai- ren, Otaru, Hongkong, Manila, Cebu, Ilo Ilo.	Monthly	Dingwall Cotts & Co.
Yamashita Kisen Kaisha	Japan	Principal Japan & China ports	Twice Monthly	American Mail Line.
			Frequent	Yamashita Co.

TO AUSTRALIA, NEW ZEALAND, HAWAII, FIJI:

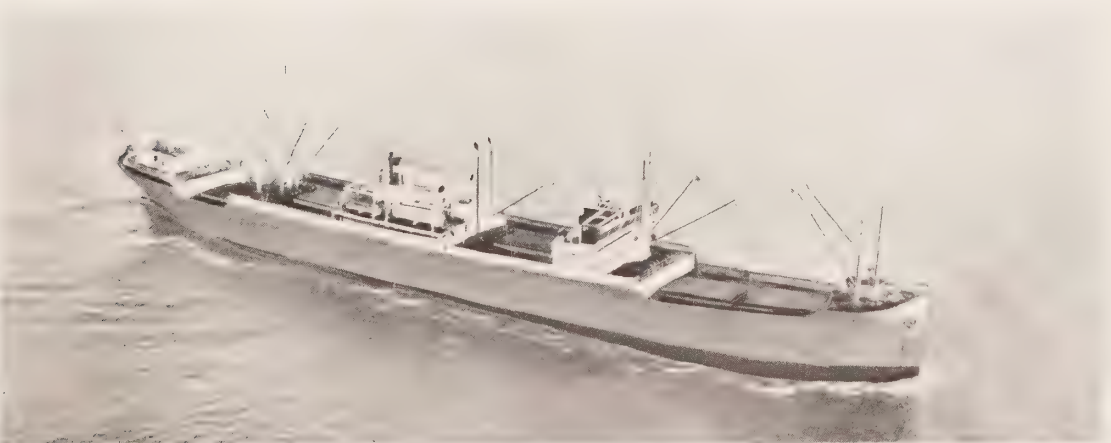
Line	Flag	Ports of Discharge	Service	Vancouver Agents
Australian-British Columbia Ship Co.	Chart.	Principal Australian Ports	Occasional	Canadian Transport Co. Ltd.
Australia Despatch Line	Chart.	Principal Australian Ports	Monthly	B. C. Shipping Agencies Ltd.
Canadian Australasian Line	Br.	Honolulu, Suva, Auckland, Sydney	Monthly	Canadian Australasian Line Ltd.
Canadian Pacific Steamships Ltd.	Br.	Honolulu	Every 3 weeks	Canadian Pacific Steamships Ltd.
Oceanic & Oriental Navigation Company	U.S.	Australia and New Zealand Ports	Monthly	Dingwall Cotts & Co.
Transatlantic Steamship Co. Ltd.	Swed.	Australia and New Zealand Ports	Monthly	Empire Shipping Co. Ltd.
Union Steamship Co. of New Zealand	Br.	Australia and New Zealand Ports	Monthly	Canadian Australasian Line Ltd.
TO ATLANTIC COAST, U. S. and CANADA:				
Argonaut Line	U.S.	U. S. Atlantic Ports	Monthly	B. W. Greer & Son Ltd.
Vancouver-St. Lawrence	Br.	Canadian Atlantic Ports	Monthly	Canadian Transport Co. Ltd.
Canadian National Steamships	Br.	Canadian & U. S. Atlantic Ports	Monthly	Canadian National Steamships
Isthmian Line	U.S.	U. S. Atlantic Ports	Every 10 days	B. W. Greer & Son Ltd.
McCormick Intercoastal	U.S.	U. S. Atlantic Ports	Every 15 days	Kingsley Navigation
Nelson Steamship Co.	U.S.	U. S. Atlantic Ports	Occasional	Canadian Shipping Co. Ltd.
TO CENTRAL and SOUTH AMERICA and WEST INDIES:				
W. R. Grace & Co.	U.S.	Peruvian & Chilean Ports	Monthly	C. Gardner Johnson Ltd.
Gulf Pacific Mail Line	U.S.	Puerto Colombia, Kingston, Vera Cruz, Tampico, Tampa, Houston, Mobile, New Orleans	Monthly	Dingwall Cotts & Co.
Knutson Line	Nor.	Principal Ports in Colombia, Ecuador, Peru & Chile	Monthly	Balfour, Guthrie & Co. (Can.) Ltd.
Latin America Line	Nor.	West Coast, Central and South America	Occasional	B. C. Shipping Agencies Ltd.
Pacific, Argentine, Brazil Line	U.S.	Buenos Aires, Montevideo, and Santos (also Bahia Blanca and Rosario—if inducement offers)	Every 20 days	Kingsley Navigation Co. Ltd.
Vancouver-West Indies Line	Chart.	Port of Spain, Bridgetown, Kingston	Monthly	Canadian Transport Co. Ltd.
Westfal-Larson Co. Line	Nor.	Buenos Aires, Montevideo, Santos Rosario, Santa Fe, Bahia Blanca	Monthly	Empire Shipping Co. Ltd.
TO CALIFORNIA:				
Pacific Steamship Co.	U.S.	San Francisco, Los Angeles, San Diego	Weekly	Pacific Steamship Co.
Kingsley Navigation Co.	Br.	San Francisco, Los Angeles	Every 10 days	Kingsley Navigation Co. Ltd.
TO SOUTH AFRICA:				
South African Despatch Line	Chart.	Algoa Bay, Cape Town, Lorenzo-Marques, Durban, East London	Every 4-6 weeks	B. C. Shipping Agencies Ltd.
FOREIGN and LOCAL COASTWISE:				
Pacific Steamship Co.	U.S.	Puget Sound Ports		Pacific S.S. Co.
Border Line Trans. Co. Ltd.	U.S.	Puget Sound Ports		Dodwell & Co.
Border Line Navigation Co. Ltd.	Br.	B. C. Coast Ports		Dodwell & Co.
Bervin S.S. Company	Br.	B. C. Coast Ports		Bervin S.S. Co.
Canadian Pacific S.S. Co.	Br.	Puget Sound and B. C. Coast Ports		Canadian Pacific S.S. Co.
Canadian National S.S. Co.	Br.	B. C. Coast Ports		Canadian National S.S. Co.
Coast S.S. Co. (1922) Ltd.	Br.	Puget Sound and B. C. Coast Ports		Coast S.S. (1922) Ltd.
Coastwise S.S. & Barge Co.	Br.	Puget Sound and B. C. Coast Ports		Coast S.S. & Barge Co. Ltd.
Northland Transportation Company	U.S.	Alaska (fish only)		None.
Pacific S.S. Co. (Admiral Line)	U.S.	B. C. Coast, principally Ocean Falls		Pacific S.S. Co.
Union S.S. Co. of B. C. Ltd.	Br.	B. C. Coast Ports		Union S.S. Co. of B.C.
Vancouver Barge Trans. Ltd.	Br.	B. C. Coast Ports		Vancouver Barge Trans., Ltd.
F. Waterhouse Co. Ltd.	Br.	Puget Sound and B. C. Coast Ports		F. Waterhouse Co.



"ALBERTOLITE"—IMPERIAL OIL TANKER
Capacity 70,000 Barrels, Operating Between California Ports and Vancouver



M. V. "PACIFIC COMMERCE" OF VANCOUVER-ST. LAWRENCE LINE
(British) Gross Tonnage, 5089 (General Cargo).



M. V. "CHRIS KNUDSEN" (Norway) Gross Tonnage, 4904

VANCOUVER HARBOUR COMMISSIONERS, VANCOUVER, B. C.

STATEMENT OF INCOME AND EXPENDITURE FOR THE YEAR ENDED 31st DECEMBER, 1932

INCOME ON REVENUE ACCOUNT

Piers and Wharves:	
Ballantyne Pier	\$187,677.00
Lapointe Pier & No. 1 Jetty	101,686.29
Fish Wharf	40,298.37
	<u>\$ 329,661.66</u>
Terminal Railway	248,240.86
Elevator No. 3 and Jetty	98,490.52
Granville Island—Rentals, etc.	45,357.02
Harbour Dues	119,490.83
Cargo Rates	481,327.54
Water Lot Rentals	37,006.23
Rentals	315,088.65
Miscellaneous Revenue	21,466.16
Interest	58,452.86

Total Income on Revenue Account.....\$1,755,182.33

RECEIPTS ON CAPITAL ACCOUNT

Dominion Government Advances on loan, covering which Debentures have been issued to the Government of the Dominion of Canada under "The Vancouver Harbour Advances Act," 1929

Advances To Be Applied For—Debentures to be issued when advances received:

Balance at 31st December, 1932

Balance at 31st December, 1931

Revenue Funds—Debentures to be issued when authorized expenditures, temporarily out of revenue funds, are approved for advances on loan and advances are received from Ottawa

Grand Total Receipts, Year 1932

BALANCE AT 31st DECEMBER, 1932:

Outstanding Accounts, etc.

Interest Due on Debentures to 31st December, 1932

Reserve to Date for Depreciations and Renewals

Sinking Fund Reserve at 31st December, 1931

Add—

Interest from Investments

Total Outstanding at 31st December, 1932

Total Outstanding at 31st December, 1931

EXPENDITURE ON REVENUE ACCOUNT

Piers and Wharves—Operation and Maintenance:

Ballantyne Pier

Lapointe Pier & No. 1 Jetty

Fish Wharf

Terminal Railway

Elevator No. 3 and Jetty

Granville Island—Operation and Maintenance

(The above figures do not include interest, sinking fund, or depreciations on Capital Assets).

Miscellaneous Expenses, including administration, engineering, advertising, and general harbour expense

Total Operation, Maintenance, etc.

Interest on Debentures for the year 1932

Fire Boat—Operating expense

Barge Traffic—Cost of maintaining connection with North Shore while Second Narrows Bridge closed owing to accidents

Expenditure on Revenue Account.....\$1,791,472.72

APPROPRIATIONS OUT OF REVENUE AND SURPLUS

National Port Survey—Balance of Vancouver Harbour Commissioners' proportion of expenses

Sundry Items not specifically chargeable against operations for the year 1932

Expenditure on Capital Account

Grain Elevator System—

Construction, etc.—storage addition

Lapointe Pier Extension—foundation fill and crib work

Terminal Railway—Storage yard extension

Real Estate

Total Expenditure on Capital Account

Grand Total Expenditure, Year 1932

BALANCE AT 31st DECEMBER, 1932:

Outstanding Accounts Receivable, etc.	\$ 270,067.68
Advances Due from Ottawa on authorized expenditure to date	136,800.86
Advances Due from Ottawa, when authorized expenditures, temporarily out of revenue, are approved for advances on loan.	284,966.03
Burrard Inlet Tunnel & Bridge Company	100,000.00
Development Work	370,421.26
Floating Equipment	95,256.33
Sundry Buildings & Property	40,945.61
Operating Equipment	122,648.07
Materials and Supplies	50,377.84
Investments	681,865.66
Sinking Fund Assets	1,625,763.16
Cash in Bank and on Hand	549,303.91

Total Balance 31st December, 1932 ... \$ 4,328,416.41
 Total Balance 31st December, 1931 3,717,863.47

Balance of Outstanding to Add 660,693.36
\$ 2,799,695.04

Difference in Balance to Add 610,552.94
\$ 2,799,695.04

Certified:
 C. L. WHITE,
 Comptroller.

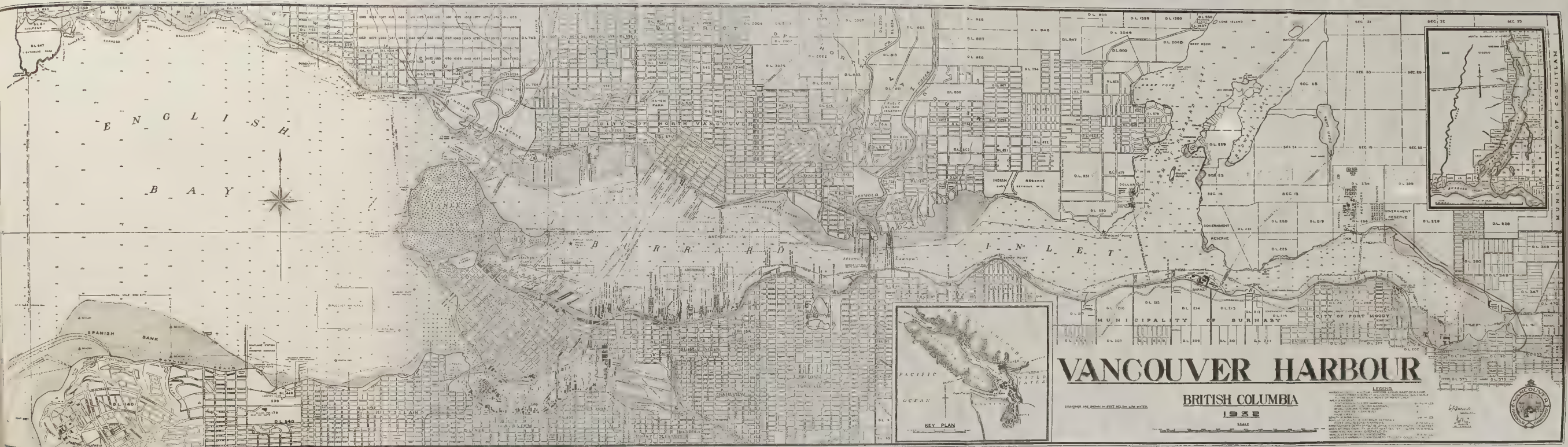
Certified:
 W. J. ENWRIGHT,
 Acting Secretary.

Vancouver, B. C.
 27th February, 1933.

Verified:
 WILSON & WILSON, C.A.,
 Auditors.

INDEX

	Page
Review	11
Report of Engineering Department	16
Report of Harbour Master	19
Grain Trade	20
Vancouver Harbour Commissioners' Fish Dock	29
Terminal Railway	30
Car Ferry Barge	31
Fire Boat	31
Granville Island	32
Industrial sites	32
Air Services	35
Construction by Private Interests.....	37
Constitution of Commission	49
Harbour limits	50
Wireless service	50
Vessels entering harbour	51
Wharfage	51
Customs requirements	52
Charges for Harbour Services and Port Facilities	52
Including pilotage, handling lines, gear hire, fuel, light, water, fumigation, Port Warden's inspection, etc.	
Harbour dues	55
Cargo rates	56
Stevedore and longshore regulations and rates..	56
Specimen charges on cargo of 200,000 bushels of grain ..	57
Railway services	57
Piers and wharves	58
Freight car ferry services	60
Grain elevators	60
Dry docks and marine ways	62
Oil Facilities	63
Anchorage	64
Statistics	65
Foreign Consuls	75
Table of distances between Vancouver and principal ports...	75
Marine Surveyors	76
Ships' Protection Clubs	76
Regular Steamship Lines.....	77
Statement of income and expenditure, 1932.....	80
Map of harbour.	





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PORT OF



VANCOUVER
BRITISH COLUMBIA



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PORT *of* VANCOUVER

British Columbia



1933

PERSONNEL *of* HARBOUR COMMISSION

PRESIDENT
S. McCLAY

COMMISSIONERS
J. B. THOMSON and R. D. WILLIAMS



BROCKTON POINT LIGHTHOUSE

Photo C. R. Littlebury.

8-9-43

OFFICIALS

W. J. ENWRIGHT.....	Secretary
K. J. BURNS.....	General Superintendent
A. H. REED, Commander, R.D., R.N.R.....	Harbour Master
H. W. FRITH, M.E.I.C.....	Chief Engineer
C. L. WHITE.....	Comptroller

Vancouver Harbour Commissioners

Vancouver, B. C.

To The Hon. Alfred Duranleau, K.C.

Minister of Marine,

Ottawa.

Sir:

In compliance with the requirements of Section 36 of "The Vancouver Harbour Commissioners Act," a Report of Operations for the calendar year 1933 is herewith respectfully submitted.

We have the honour to be,

Sir,

Your obedient servants,

S. McCLAY, President.

J. B. THOMSON, Commissioner.

R. D. WILLIAMS, Commissioner.



"THE LIONS"



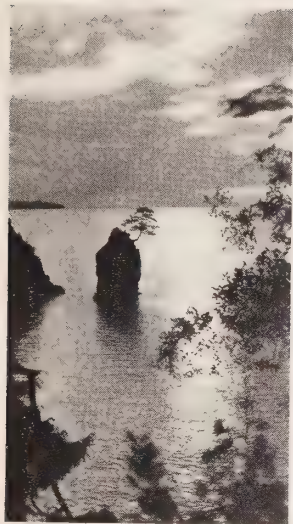
In presenting their Annual Report for the year 1933 the Vancouver Harbour Commissioners take this opportunity of recording their appreciation of the support and co-operation of the Minister of Marine, the Hon. Alfred Duranleau, K.C., and his Deputy Minister, the Supervisor of Harbor Commissions, and other officers of the Department at Ottawa, whose kindly interest has been of very material assistance to them in the solving of the many problems which they were called upon to deal with during the year.

ANNUAL REPORT

VANCOUVER HARBOUR COMMISSIONERS

1933

HISTORY



SIWASH ROCK
English Bay, at sunset

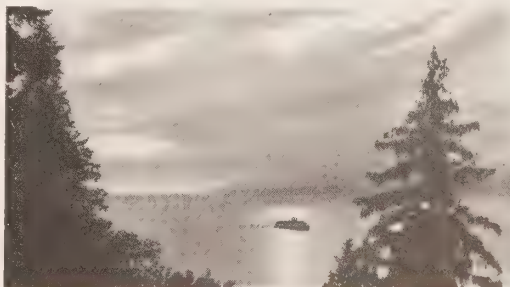
The Port of Vancouver was named after Captain George Vancouver, R.N., who, on a voyage of exploration on H.M.S. "Discovery" in 1792, sailed into the Gulf of Georgia, and leaving the "Discovery" and her companion vessel the "Chatham" proceeded with his ships' boats through the channel now known as First Narrows into the sheltered waters of Burrard Inlet, now the busy central part of the harbour.

In 1860 a nautical survey of Burrard Inlet was made by Captain George Henry Richards, in command of H.M.S. "Plumper", and in 1891 a more complete survey was made under the direction of Mr. W. J. Stewart of the Dominion Hydrographic Department.

The first recorded commercial use was made of the harbour in 1865 when the first lumber mill was established on the north shore of Burrard Inlet. That this industry made considerably headway is shown by the fact that in 1876 one mill shipped over one million feet of spars and another mill shipped fifteen million feet of cut lumber. In that year fifty vessels sailed from the Port.

Incorporated as a city on April 6th, 1886, with a population of less than 2000, Vancouver was completely destroyed by fire in June of the same year. After the first shock of the disaster had passed the citizens set themselves the task of rebuilding a new and finer city. Within two years the population numbered 8000; eighteen miles of graded streets had been laid; wharves, warehouses, factories and public institutions had been established and an excellent waterworks system completed; a Customs House had been opened, three banks established and the Board of Trade had been granted their charter.

Probably the most historical event in the development of the Port was the completion of the transcontinental line of the Canadian Pacific Railway Company in 1886 from Montreal to Port Moody, at the extreme east of Burrard Inlet—the original terminus. By June 28th of that year the railway company extended the tracks into the City of Vancouver. About this time, too, the first trans-Pacific service was inaugurated. Since that time Vancouver has shown almost constant progress, interrupted here and there by an occasional period of depression, but always moving up until to-day it is a modern city with many fine buildings and its facilities have made it the centre of a vast industrial activity. The population of Greater Vancouver, including Burnaby, North Vancouver and West Vancouver, is now over 290,000.



SUNSET, ENGLISH BAY.
Looking out toward Point Atkinson



VIEW OF VANCOUVER HARBOUR LOOKING EAST

Vancouver is the principal city of the Province of British Columbia and handles a large and valuable domestic and foreign trade. In the field of manufacturing the Province of British Columbia has advanced from a position of small importance to third place among the Provinces of Canada. The great majority of the manufacturing plants are centred in and around Vancouver.

Vancouver is an ideal place of residence. The climate is temperate and free from extremes of heat or cold.

Recognized as the educational centre of the Province of British Columbia the City of Vancouver has a splendid public school system, including elementary and high schools, technical and commercial schools. There are 66 public schools in the City having an attendance of over 39,000 pupils. In addition the University of British Columbia at Vancouver has an enrolment of over 1600.

The City is particularly fortunate in having such a large number of recreation parks and beaches, all within the City's boundaries and but a few minutes by tram from the centre of the City. There are 92 public parks and playfields and approximately 7 miles of bathing beaches, in addition to the public swimming pools. Stanley Park the largest, contains over 1000 acres. On Grouse Mountain at an elevation of 4000 feet one may indulge in all sorts of winter sports. From North Vancouver automobiles can reach this playground over a road eight miles long, on an easy grade, in about an hour. In and around Vancouver there are three public golf courses and six private courses.

THE HARBOUR

The harbour of Vancouver is one of the largest natural harbours in the world, and being almost land-locked and undisturbed by wind is therefore safe at all time to even the smallest craft. Safe anchorage is available for vessels loading cargo in the stream.

The total area of the harbour is 48.78 square miles, with a total shore line of 98 miles.

Overlooking the entrance to the harbour are twin mountain peaks closely resembling couchant lions and it is from this fact that the entrance is known as the "Lions' Gate." From the sea, vessels enter English Bay and proceed through the First Narrows, a channel sufficiently wide and deep to accommodate the largest vessels afloat, into the sheltered central part of the harbour, known as Burrard Inlet.

The harbour is divided into several sections. The outer harbour lying west of the First Narrows is known as English Bay. The central section of the harbour, extending from First to Second Narrows, has approximately ten miles of shore line and is two and one-quarter miles wide between north and south shores. From the Second Narrows the harbour extends east to Port Moody, a distance of eight and one-half miles, while the North Arm of Burrard Inlet extends a further eleven and one-half miles northerly. The False Creek section of the harbour is entered from English Bay.

Along the north and south shores of the central part of the harbour the great majority of the industrial activities of the Port are concentrated. Here are up-to-date railway and ocean docking terminals, grain elevators, lumber mills, cold storage and refrigerating establishments, sugar refinery, abattoir and meat packing plants, drydocks, ship building and repair plants, iron foundries and plants for the manufacture of marine engines, cans, paper products and many other commodities. On the north shore in this section one of the oil refineries have their plant.



BALLANTYNE PIER

Above photo taken January 3rd, 1934, shows five vessels berthed at the Pier at one time. On the east side the "GRACIA" and "PACIFIC COMMERCE", on the west side the "WYOMING" and "PACIFIC EXPORTER" and at the north end of the Pier the "LYCIA"—total tonnage 27,854

Photo L. Frank

In the eastern section of the harbour are located oil refineries and storage plants, chemical works, lumber mills, etc.

In the False Creek area there are still more lumber and shingle mills, box factories, sash and door factories, cooperages, flour mills, railway shops, structural steel and engineering works as well as plants for the manufacturing of coal gas. On Granville Island, the industrial area in False Creek developed by the Vancouver Harbour Commissioners, forty different plants carry on a wide range of industrial activity, including the manufacturing of wire rope, nails, metal piping, logging machinery and supplies, paving materials, as well as plants handling builders' supplies, coal, etc.

The Port of Vancouver lies in the natural path of the world's international commerce and is often-times referred to as "Canada's Gateway of the Pacific". Each year thousands of vessels enter and clear from the Port carrying the commodities of many countries. Vancouver is now Canada's third city and its second seaport, and being open to navigation for the entire year has the distinction of being the greatest winter-shipping grain port in the world.

Vancouver is rapidly gaining in importance as a trans-shipping centre for commodities which find their way here either by rail or through the Panama Canal, destined to the Orient and vice versa. The Port is also a distributing centre for merchandise brought by water through the Canal and consigned to prairie points. Since the opening of the Canal, affording direct connection by steamer to all parts of the world, the business of the Port has continued to expand, until to-day the Port is connected by steamship lines on regular schedule to forty-seven different countries.

STEAMSHIP CONNECTIONS:

53 deep-sea steamship lines make Vancouver a regular port of call. There are 21 deep-sea steamship lines to the United Kingdom and Continental ports, a further 30 lines to the Orient, Australia, United States Atlantic ports, South America, South Africa, West Indies, etc., in addition to 2 steamship lines to California ports and 13 steamship lines operating coastwise locally. Ferry services are maintained between the north and south shores of the harbour.

RAILWAY TRANSPORTATION:

In addition to the two all-Canadian transcontinental railway lines, the Canadian National Railways and the Canadian Pacific Railway Company, the Port is served by the Great Northern Railway of the United States, and through traffic agreements with these three railroads the Northern Pacific Railway, the Southern Pacific Railway, the Chicago, Milwaukee, St. Paul & Pacific Railway Co. of the United States handle both freight and passenger services to and from Vancouver. The Pacific Great Eastern Railway operates to points in the interior of the Province of British Columbia, while the British Columbia Electric Railway Company Limited serves the Port locally as well as the Fraser Valley. The Vancouver Harbour Commissioners' Terminal Railway provides waterfront properties connection with the transcontinental railroads.

AIR TRANSPORTATION:

Elsewhere in this report details are given of the air services operating out of the Port.



HOTEL VANCOUVER FROM COURT HOUSE GROUNDS

Photo L. Frank.

PORT FACILITIES

PIERS AND WHARVES:

The facilities at the Port of Vancouver for the prompt and economical handling of inbound and outbound cargoes compare with the best on the Pacific Coast. Along the waterfront are terminals which combine docking, warehousing and distributing facilities. Piers and wharves are of the most modern fireproof construction and provide ample transit shed room. There is a total of 1,666,964 square feet of shed area on the principal piers in the harbour. Pier B-C of the Canadian Pacific Railway Company, and Ballantyne Pier owned by the Vancouver Harbour Commissioners, the two largest piers in the harbour, are equipped with the latest mechanical devices to expedite handling of freight, and there are cranes in the harbour capable of handling lifts up to 100 tons.

GRAIN ELEVATORS:

There are seven grain elevators along the waterfront having nineteen grain loading deepsea berths. The elevators have a total storage capacity of 17,843,000 bushels, exclusive of domestic storage for 625,000 bushels, and are equipped with up-to-date cleaning, grading and drying facilities. At the Alberta Pool Elevator mechanical car unloaders, by an ingenious arrangement of lifting devices, empty grain cars at the rate of 21 cars per hour.

OIL STORAGE:

At Lapointe Pier there are eight Fish Oil tanks capable of storing 171,112 Imperial gallons. This year the Harbour Commissioners constructed a new oil dock with seven storage tanks having a capacity of 300,000 gallons for handling vegetable, wood and nut oils, etc., equipped with two electrically driven rotary pumps, each with a pumping capacity of 25,000 gallons per hour to storage tanks or into tank cars.

FISH DOCK:

The Vancouver Harbour Commissioners' Fish Dock, one of the most modern on the coast, provides adequate water arrangements, smoke houses, ice-making equipment, freezing and holding rooms. The stalls are all leased to firms engaged in the wholesaling and exporting of fresh and cured fish and are well lighted and ventilated, and have each from 20 to 40 feet frontage on a 20 foot dock, facing on a deep-water basin. The dock is equipped with six all-metal electric cranes for unloading. In addition to the Fish Dock there is a mooring float 700 feet long. There are two modern canneries at the dock.

CAR FERRY BARGE:

A car ferry barge service has been maintained by the Harbour Commissioners for transfer of railway cars to and from the North Shore since the Second Narrows Bridge has been out of commission. This, of course, will be discontinued when the reconstruction of the bridge is completed in the summer of 1934.

SIGNAL STATION:

The Harbour Commissioners also maintain a Signal Station at Prospect Point where a continuous lookout is kept by signal men of ex-naval rating, whose duty it is to report to the office of the Harbour Master every vessel that passes in and out, to keep watch for signals from incoming vessels, and to convey to such vessels signals transmitted to the Signal Station over the telephone by ships' agents or others.



Photo L. Frank.

S.S. "KOTA-INTEN" OF THE SILVER-JAVA PACIFIC LINE; (Gross tonnage 7191)
Loading general cargo at Vancouver Harbour Commissioners' Ballantyne Pier for South Africa ports, while
alongside is the coastal steamer "PRINCESS NORAH" of the Canadian Pacific Steamships transferring
cargo from outside British Columbia ports to the "KOTA-INTEN"

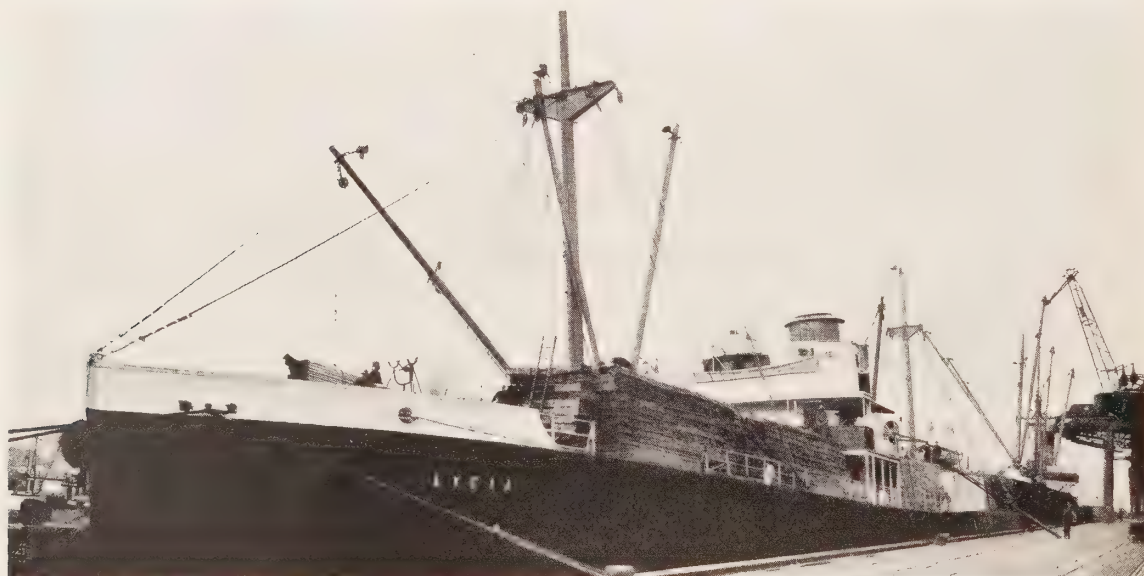


Photo L. Frank

M.V. "LYCIA" OF LYLE SHIPPING Co., GLASGOW; Gross tonnage 2338
Loading a full cargo of lumber and shingles at Ballantyne Pier for Atlantic ports

FIREBOAT:

The Harbour Commissioners maintain a harbour patrol service as well as a modern fireboat for the protection of all waterfront properties. This vessel is kept under steam, ready for immediate service at any point in the harbour. The vessel is 94'1" long and 17'4" beam, has a speed of 12 miles per hour and is capable of throwing four powerful streams of water; in addition eight hose lines can be attached.

TERMINAL RAILWAY:

The Vancouver Harbour Commissioners' Terminal Railway operates 22.4 miles of track on the north and south shores, and in addition operates over 12.733 miles of track under agreement with other railways. The Terminal Railway has trackage for 2031 cars.

SHIP REPAIRS:

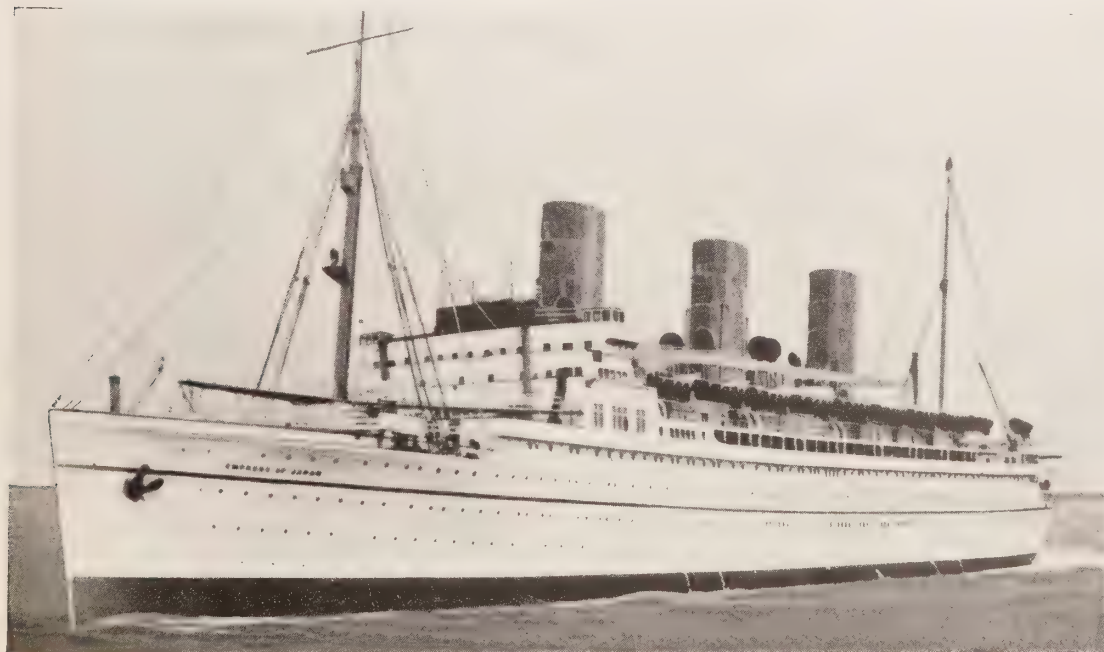
The Port is well provided with floating drydocks, marine railways, and ship repairing plants to handle repairs to vessels of all sizes and types. The floating dock on the North Shore is capable of lifting vessels up to 20,000 tons. Salvage vessels, fully equipped and ready to leave port fully manned on short notice, are maintained by private interests.

BUNKERING AND WATER:

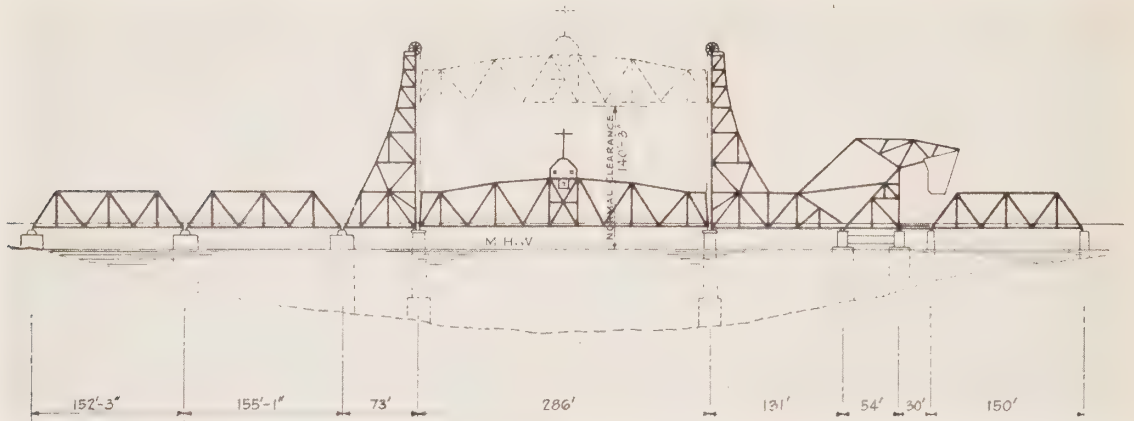
Ample facilities are provided to furnish both coal and fuel oil, and water is available at all the piers and wharves.

BOOMING GROUND:

The Harbour Commissioners operate a booming ground on the North Shore just west of Lynn Creek, in charge of an experienced boom-man who receives booms, issues receipts and finally releases logs on order from the Harbour Master. The work-boat "Brockton" assists the caretaker of the ground in yarding in and replacing booms. There is a total capacity of upwards of 3,000 sections of logs in the entire ground.

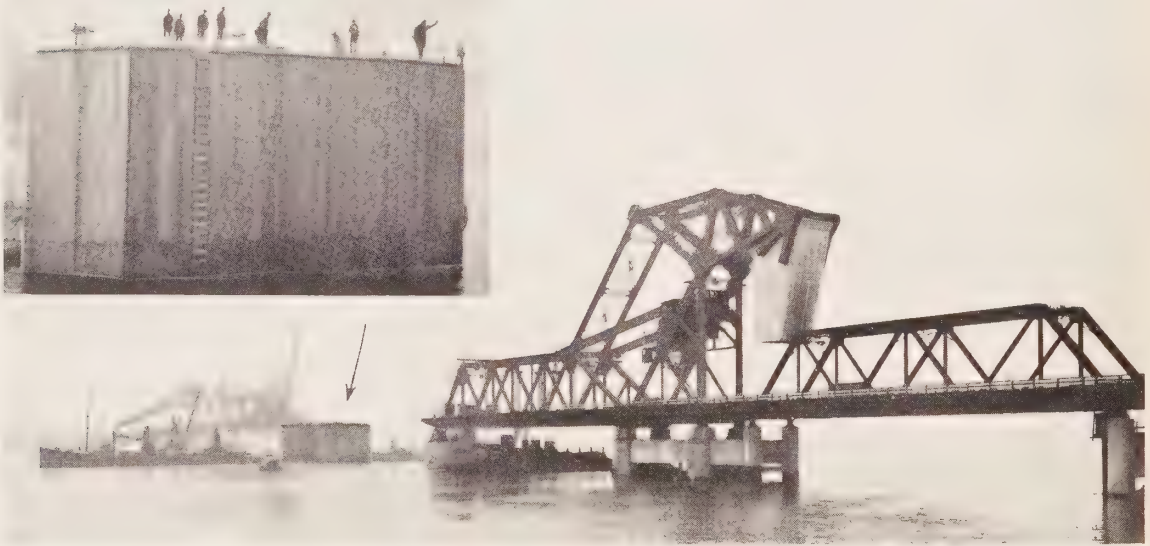


"EMPEROR OF JAPAN" of the Canadian Pacific Steamships; (Gross Tonnage 26,032)
Operating between Vancouver and the Orient



SKETCH OF SECOND NARROWS BRIDGE

Showing the new lift span as it will appear when completed. The work is being done by the Dominion Bridge Co., Ltd.

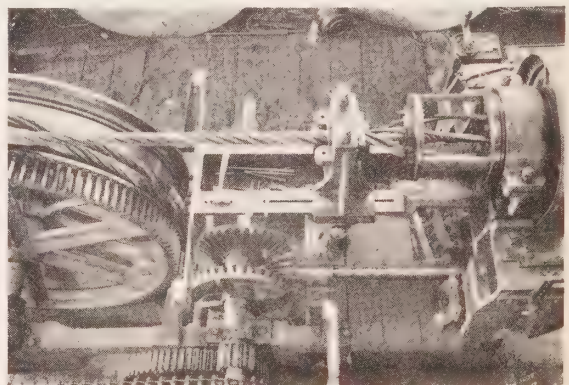


SECOND NARROWS BRIDGE

Placing the caisson for the north pier of the lift span. INSET—Close up of caisson



STRANDING THE COUNTERWEIGHT ROPES



CLOSING THE COUNTERWEIGHT ROPES

Fabricating the wire rope for the Second Narrows Bridge at the Vancouver plant of Wrights Canadian Ropes Limited

THE YEAR'S ACTIVITIES

The total tonnage passing in and out of the Port of Vancouver during the year 1933 was somewhat less than the previous year, due almost entirely to the decrease in the export of grain, which in turn was due to a small crop as well as the cutting of transportation rates on the east bound movement of this commodity. However, the Port of Vancouver led all Canadian ports in the export of grain for the calendar year.

Substantial increases have been recorded in the export of practically all commodities other than grain, particularly in lumber and wood products. Exports to Australia, East Indies and the West Indies have shown considerable increases.

The sailing of the M.S. "Silverwillow" of the Silver-Java-Pacific Line in August marked the inauguration of a new shipping service to South African ports and opened up new markets there for British Columbia products.

When the S.S. "Lycia", under charter to the Canadian Transport Company, sailed from Vancouver on January 21, 1934, this marked the 100th direct sailing by that Company in the service between Vancouver and the British West Indies.

EXTENSION TO PORT FACILITIES

EXTENSION TO LAPOINTE PIER:

Construction of the 300-foot extension to Lapointe Pier was completed this year, the fill for which was commenced in 1931.

BALLANTYNE PIER STORAGE YARD:

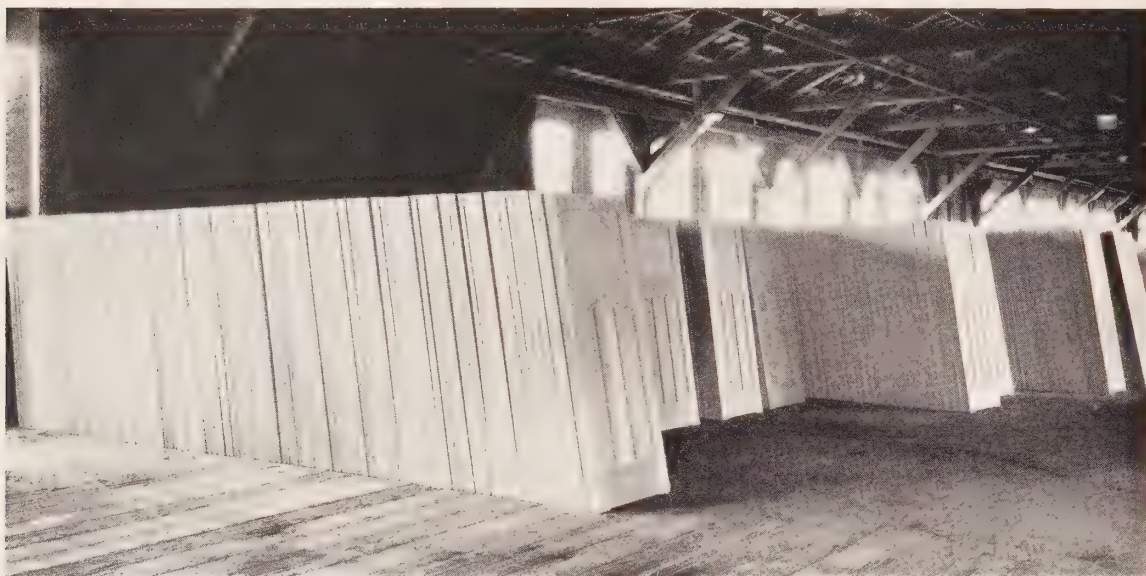
Further trackage for an additional 240 cars was added to the Ballantyne Pier storage yard of the Terminal Railway.

VEGETABLE OIL STORAGE AND HANDLING PLANT:

For the purpose of expediting the movement of vegetable oils, nut oils and molasses through the Port of Vancouver seven new storage tanks were installed by the Harbour Commissioners at the foot of Dunlevy Avenue, having a total capacity of 300,000 gallons, with the necessary handling facilities. Trackage was extended to the new oil dock so as to permit of interchange of tank cars with the transcontinental railway lines. The first shipment of oil discharged into the new tanks was brought from North China by the S.S. "City of Vancouver" of the British Canadian Steamships Limited on October 16, 1933.

THE SECOND NARROWS BRIDGE:

The Harbour Commissioners have undertaken the reconstruction of the Second Narrows Bridge. This bridge connects the north and south shores of Burrard Inlet and has been out of commission since 1930, due to an accident to the centre span. The owners, The Burrard Inlet Tunnel & Bridge Company Limited, found it impossible to finance the replacing of the span. The Montreal Trust Company, on behalf of the bondholders, gave title to the bridge to the Vancouver Harbour Commissioners on July 12, 1933. The bridge is now being repaired by the Harbour Commissioners and when completed will be operated by them. The cost of this work will be in excess of \$900,000.00.



PART OF A CONSIGNMENT OF 5000 BRITISH COLUMBIA DOORS AT LAPOINTE PIER
for shipment to London on "S.S. BENJAMIN FRANKLIN" of the Olsen Line

Photo L. Frank



CANADIAN FLOUR AT LAPOINTE PIER FOR EXPORT TO THE ORIENT

Photo L. Frank

To eliminate the danger of accidents from shipping and also to facilitate navigation through the Second Narrows certain changes had to be made from the original design in that part of the bridge over the navigable channel. The bascule span was closed and a lift span having a vertical clearance of 140 feet is being constructed in place of the 300 foot fixed span which was destroyed by the accident.

The new piers have now been completed by the Foundation Company of Canada Ltd., the contractors for the substructure, and the steel work for the lift span is now being fabricated by the Dominion Bridge Company Limited, who have the contract for this work.

It is expected that the bridge will be completed and in operation again during the summer of 1934.

EXHIBIT AT WORLD'S GRAIN EXHIBITION, REGINA

At the World's Grain Exhibition, held at Regina, Saskatchewan, July 24 to August 15, 1933, the exhibit of the Vancouver Harbour Commissioners drew many favourable comments. The exhibit which measured approximately 50 feet in length by 18 feet wide was an animated miniature of Vancouver Harbour and contiguous area at night and displayed in minutest detail the topography and harbour facilities of the Port. This miniature was the work of Mr. Charles Wilkinson, Manager for B. C., of the Canadian Forestry Association.

It is interesting to note that out of 57 first-place awards at the World's Grain Exhibition British Columbia exhibitors won 12.

TONNAGE

A total of 15,777 vessels of all classes with a net tonnage of 10,897,302 tons, and representing flags of thirteen different countries, entered the Port during the year 1933. For 1932 the figures were 15,981 vessels, net tonnage 11,082,902 tons.

PASSENGER TRAFFIC

6,751 passengers disembarked from deepsea vessels and 328,629 from coastwise steamers, making a total of 335,380, an increase of 4,444 over 1932.

3,655,594 passengers were handled by the ferries within the harbour limits, as compared with 3,860,391 in 1932.

FOREIGN IMPORTS

The total waterborne imports for 1933 amounted to 2,717,311 tons as compared with 2,862,765 tons for 1932.

There was very little change from last year in the tonnage of the individual commodities imported during the year. Increases were shown in the movement of tin-plate from the United Kingdom and in nut and vegetable oils from both Australia and China, as well as fresh pears from Australia.



M.V. "HIYE MARU" OF NIPPON YUSEN KAISHA (Japan); (Gross tonnage 11,621)
Loading flour for the Orient at Ballantyne Pier

Photo L. Frank.



M.V. "MIRRABOOKA" OF THE TRANSATLANTIC STEAMSHIP Co. (Sweden); (Gross tonnage 5739)
Operating in round-the-world service between European, British Columbia, and Australian ports. Passengers and freight.

Photo C. R. Littlebury.



S.S. "CALIFORNIA" OF THE LIBERA LINE (Italian); (Gross tonnage 12,951)
In service between Vancouver and Southern Continental Ports

Photo L. Frank.

FOREIGN EXPORTS

The total waterborne exports for 1933 amounted to 3,387,534 tons as against 4,363,090 tons for 1932.

GRAIN:

Exports of grain for the calendar year of 1933 totalled 68,828,024 bushels, considerably less, however, than the 1932 exports of 105,006,925 bushels.

FLOUR:

A total of 1,271,127 barrels of flour were exported during the year 1933, an increase of 195,366 barrels or over 18% above the figures for 1932.

LUMBER AND LOGS:

Increases were recorded in the exports of lumber, logs, and lath. The total exports of lumber, logs, poles, piles, and lath from the Port of Vancouver for the year 1933 were 272,224,223 feet B.M., as compared with 213,573,796 feet B.M. for 1932. These were exported to twenty-nine different countries. Exports of lumber to the United Kingdom show an increase of 50% over last year.

(Exports of lumber from all British Columbia ports for 1933 were 662,599,920 feet B.M., while exports of logs, piles and poles totalled 233,206,524 feet B.M. For 1932 the figures were lumber 446,889,543 feet B.M.; logs, piles and poles 165,764,683 feet B.M.)

LATH:

23,279 bundles of lath were exported for 1933 as compared with 17,298 for 1932.

SHINGLES:

863,501 bundles of shingles were exported from the Port for the year, principally to the United States, as compared with 530,790 bundles during 1932, and nearly four times the quantity exported in 1931.

DOORS:

A total of 92,581 doors were exported to five different countries, the major portion to the United Kingdom and to South Africa.

PAPER AND PULP:

55,433½ tons of newsprint, kraft and pulp were exported through the Port of Vancouver for the year 1933, an increase of 13,224½ tons over the figures for 1932.

(However, it must be remembered that large consignments of these commodities are shipped direct from the paper and pulp mills on the coast adjacent to Vancouver. The total exports from all British Columbia ports, including Vancouver, amounted to 297,136 tons).

BOX SHOOKS:

Exports of box shooks totalled 3,222 tons, practically double those of 1932 when 1643 tons were exported.

SOME OF VANCOUVER'S BUSINESS BLOCKS



Photo L. Frank

(Right) HALL BUILDING (Left) MARINE BUILDING
(Centre) VANCOUVER STOCK EXCHANGE BUILDING



Photo L. Frank

GEORGIA STREET LOOKING WEST FROM HOWE STREET
(Left) MEDICAL DENTAL BUILDING; (Centre) DEVONSHIRE HOTEL; (Right) HOTEL GEORGIA

LEAD, ZINC AND CONCENTRATES:

Exports of lead and zinc showed a decrease for 1933, but a new movement through the Port this year has been the export of concentrates, when 12,073 tons were shipped to the United Kingdom and to Belgium.

SCRAP METAL:

26,766 tons of scrap metal moved through the Port of Vancouver during 1933; for 1932 4,357 tons were exported.

CANNED FISH:

A total of 1,170,412 cases of canned salmon and canned pilchards were exported, an increase of 237,744 cases above the 1932 exports. Exports of canned pilchards were down but this was more than made up by the increase of over 25% in canned salmon. Exports of canned salmon to South Africa were nearly double those of last year, while to France they have increased over ten times for the same period.

FISH:

29,094 tons of fish—fresh frozen and cured—were exported in 1933 as compared with 24,653 tons in 1932, an increase of 4,441 tons. The major portion of the fresh and frozen fish went to the United Kingdom and to France, while China and Japan took all of the salt herring.

APPLES:

A total of 160,439 boxes of apples were exported during 1933 compared with 132,323 for 1932.

This year 10,394 boxes of British Columbia apples moved through the Port, destined to the Argentine and to Brazil, a new movement.

REPORT OF HARBOUR MASTER

For the Year 1933

BOOMING GROUND:

During 1933, 763 sections of logs have been in storage in the Booming Ground. This ground is in the constant care of capable watchmen and a regular system of receipt and release carried out.

WORKBOAT "BROCKTON":

The following routine has been carried out by the M.V. "Brockton":—Daily use for patrol and inspection of harbour by the Harbour Master or Chief Coxswain enforcing By-laws, carrying out soundings at piers, attending "aids to navigation," handling ash scows, work at Booming Ground, placing fenders at the corners of piers, occasional service performed for engineers, and any work required by Harbour Master such as assisting disabled craft. Among the dangers to navigation removed were the following:—129 piles and logs, 12 old floats, 22 trees and stumps, 3 derelict scows, 1 old lifeboat, 3 booms of debris, etc. In addition there were 17 boats of various types recovered, as well as logs from the Booming Ground, and dolphins from piers.

WORKBOAT "BURNABY":

The M.V. "Burnaby," stationed in False Creek, is occupied principally in that area to see that fairways are kept clear, to remove snags, and generally to assist in keeping order in the channels of the Creek.

"RUNABOUT":

The small "Runabout" has been used by the Superintendent of Tidal Surveys for about six months in making extensive examination of currents and eddies at all principal points of the harbour and during all stages of the tide.

FIREBOAT "ORION":

The Fireboat "Orion" responded to 75 fire alarms, most of them trivial, except that on the S.S. "Lorne" when valuable assistance was rendered. 74 practice runs were made. On November 13th, 1933, a pumping test and inspection was made by the Board of Fire Underwriters and a favourable report received.

Additional equipment consists of the installation of apparatus for delivering "Foam-ite" for smothering gasoline and chemical fires.

PROSPECT POINT SIGNAL STATION:

52,000 vessels of all classes passed Prospect Point during the year 1933. A twenty-four hour watch is maintained at the Station, an average of 235 phone calls per day alone being handled. Calamity Point light and bell, Prospect Point light and bell, as well as a life-boat service have been maintained in addition to ship signalling and reporting service. All persons interested in the movements of shipping have been kept informed regarding the movement of their vessels, and docking and other orders transmitted by day or night.

BERTHING MASTER:

The Berthing Master attended to the berthing and departure of vessels at and from the berths controlled by the Harbour Commissioners. The service rendered is much appreciated by shipmasters and pilots and since the inauguration of the post there has been a marked decrease in accidents while berthing.

A. H. REED,

Harbour Master.



PROSPECT POINT SIGNAL STATION—At the Entrance to the Harbour

Photo C. R. Littlebury

REPORT OF GENERAL SUPERINTENDENT

For the Year 1933

From a traffic standpoint the year 1933 resulted in a better showing than was anticipated in the early part of the year. General exports showed a very considerable increase over the previous year but the falling off in the exports of bulk grain from August onward adversely affected the total tonnage through the Port.

The new oil tanks constructed during the year for the handling of vegetable oils should assist the movement of this commodity through the Port.

The question of terminal charges over Vancouver docks was given a good deal of consideration by the Wharf Operators' Association and a number of changes authorized, effective December 1st, 1933. This has special reference to handling charges.

The co-operation of the various steamship and railway companies operating in and out of the Port has been of great assistance. Every effort has been made to keep in close touch with shippers, consignees and transportation companies, with a view to helping them with the various problems which concern them from time to time. It must be remembered that the efforts of this Department are not only to the benefit of the Commissioners' facilities but to all interests using the Port, everything being done primarily to secure tonnage for the Port. Wide publicity has been given through the Department to port facilities, rates, etc., and many enquiries have come to hand as a result.

Careful supervision has been given to expenditures in all departments and every effort made to keep expenses down, consistent with efficient service.

BALLANTYNE PIER

A substantial increase has been shown in the tonnage handled over Ballantyne Pier for the year 1933. For instance, in the movement of canned salmon alone there has been an increase over 1932 in the number of cases handled in of 344,936 and an increase of 286,526 cases handled out. There has been an increase of over 27½% in the tonnage of general cargo handled in and out over the pier, while the movement of lumber, logs and shingles each show considerable advance.

Gross revenues for the year have increased over last year.

SUMMARY OF TRAFFIC OVER BALLANTYNE PIER FOR THE YEAR 1933:

Inward:

Total number of deepsea ships.....	106
Total number of coastwise ships.....	305
Total cargo handled, tons.....	102,353

Outward—

Total number of deepsea ships.....	183
Total number of coastwise ships.....	187
Total cargo handled—General, tons.....	81,048
Lumber and logs, ft. B.M.	32,066,758
Shingles, bundles	55,442
Bulk Wheat, bushels	3,162,769

LAPOINTE PIER

Lapointe Pier handles a good deal of the bulkier tonnage and during the year there has been a big movement over this pier in lumber, logs, scrap metal, doors, flour, apples, millfeeds, fish meal, etc. In many instances vessels load these commodities at the same time that bulk grain is being loaded. The 300 foot extension to the pier, together with the extension of ship-side trackage, has been of great benefit, particularly in the handling of lumber and metal and enables two ships to be loaded on each side of the pier simultaneously.

Gross revenues showed an increase over last year.

SUMMARY OF TRAFFIC OVER LAPOINTE PIER FOR THE YEAR 1933:**Inward—**

Total number of deepsea ships.....	14
Total number of coastwise ships.....	48
Total cargo handled, tons.....	12,865

Outward—

Total number of deepsea ships.....	400
Total cargo handled—General, tons.....	50,978
Lumber and logs, ft. B.M.....	52,997,000
Bulk Wheat, bushels .. .	22,012,761
Fish Oil, gallons	119,090

V.H.C. TERMINAL RAILWAY

The total number of cars handled by the Terminal Railway during the year 1933 was less than the previous year, resulting in a decrease in earnings. This was due altogether to the falling off in the exports of bulk grain upon which the Terminal Railway depends for its principal revenue.

63,642 cars were handled by the Terminal Railway during the year.

The Car Ferry Barge made 592 round trips to and from North Vancouver and transported 6,176 loaded cars and 5,655 empty cars, a total of 11,831 cars handled.

When the reconstruction of the Second Narrows Bridge is completed and the bridge is back in use again in the summer of 1934, the cost of operating the barge will cease and we can then expect a better showing from an operating standpoint.

A more healthy trend is displayed in the tonnage from the North Shore due to an improvement in the movement of forest products as well as the opening up of several new industries.

The additional trackage which was provided in the Ballantyne Pier area to take care of a further 240 cars will greatly assist in the prompt handling of grain consigned to the various elevators, as well as other products interchanged with the trancontinental railways here.

V.H.C. FISH DOCK

Another new cannery has been added to the list of tenants at the Fish Dock during the year.

18,011 fishing boats made use of the facilities at the dock during the year, a substantial increase over 1932. Sales of ice to tenants at the dock and to fishermen totalled 4,379½ tons.

An additional ammonia compressor and condenser has been installed as well as an ice crusher, and the general efficiency of the mechanical equipment maintained.

Throughout the year sales were held at the dock by fishermen in premises provided by the Commissioners and every effort made to co-operate with the fishermen and the buyers.

HEATLEY AVENUE WHARF

This wharf is operated for the use of tugboats and small craft and has been in constant use to its full capacity during the year. There is 294 lineal feet of berthing at the wharf.

K. J. BURNS,

General Superintendent.

REPORT OF THE CHIEF ENGINEER

For the Year 1933

EXTENSION TO LAPOINTE PIER

The major work carried out by the Commissioners for the year 1933 was the completion of the extension to Lapointe Pier. This extension is 300' long and 300' wide, to conform with the width of the existing pier, the total length of the pier now being 1100'.

The design follows closely that of the original pier, the only difference being that the concrete sheathing was placed on the water side of the cribs only, whereas the original cribs were covered with concrete sheathing on four sides.

FOUNDATION WORK:

The removal of the mud from the site was carried out in 1931 and 1932, while the gravel foundation fill and rock toe was completed in April, 1933.

CRIB CONSTRUCTION:

Eight cribs in all make up the Extension. The general size of the cribs is 51' wide by 100' long by 38'6" high, faced on the water side with two feet of reinforced concrete, the other three sides being covered with creosoted wood sheathing. After sinking the cribs on the gravel foundation fill, a concrete gravity retaining wall was built on the timber cribs to a height of 17'9", the width of the retaining wall at the base being 13'6". The centre between the cribs was then filled to cope level with gravel. The cribs were built on ways to a height of 12' by day labour, under the supervision of the Engineering Department, and then launched and turned over to the general contractor for completion in the water, and sinking in position on the site. The entire work was finally completed in July, 1933.

To date, no settlement whatever has taken place and the work has proved entirely satisfactory.



Photo L. Frank

LAPOINTE PIER, showing the extension of 300 feet.
S.S. "INDIA" of Danish East Asiatic Line alongside, loading for United Kingdom and Continental ports

BALLANTYNE PIER STORAGE YARD

Continuing the program of 1932, further reclamation was carried out westerly from the Ballantyne Pier Storage Yard, and additional accommodation for 240 railway cars was provided, now giving a car storage capacity in this yard of 611 cars; with the tracks on Ballantyne Pier, 809 cars can be accommodated.



Photo L. Frank

EXTENSION TO BALLANTYNE PIER STORAGE YARD LOOKING WEST

VEGETABLE OIL STORAGE & HANDLING PLANT

A Vegetable Oil Storage and Handling Plant has been constructed by the Commissioners on their property at the foot of Dunlevy Avenue. The storage comprises five 50,000 gallon capacity and two 25,000 gallon capacity tanks, making a total capacity of 300,000 gallons. Provision has been made for the increasing of the capacity, should the demand warrant same. These tanks are each equipped with steam coils for heating purposes and air coils for agitating. Full provision is made for cleaning purposes by steam, fresh water, and compressed air. Two, electrically driven, direct connected, rotary pumps have been installed, each with a capacity of 25,000 gallons per hour. One of these pumps is portable and can be lowered into the ship's hold when the necessity may arise. An air compressing and steam plant has been installed for use when necessary. A wharf has been constructed 450' long, equipped with all the essential services for deep-sea vessels.

Oil arriving in ships can be discharged direct into the storage tanks or to tank cars, into other ships, or other overland conveyances. The oil can be received in barrels, or discharged in similar, suitable containers.



Photo L. Frank

THE VANCOUVER HARBOUR COMMISSIONERS NEW VEGETABLE OIL STORAGE TANKS AND HANDLING PLANT—Capacity 300,000 gallons

TERMINAL RAILWAY

A considerable number of tie replacements was carried out on tracks and spurs, and crossings repaired during the year; all of which was performed by the Commissioners' track gangs. The Car Barge Ferry Slips on the North and South shores were re-conditioned, and new dolphins driven where required.

GENERAL MAINTENANCE

LAPOINTE PIER:

An annual underwater inspection was made and some repairs were necessary, particularly at the connections between the cribs, all of which were carried out with the services of a diver. The Grain Galleries on the Lapointe Pier were repainted and re-lettered. The tracks on the Pier were lifted and relined and extended to the North end of the new pier extension.

BALLANTYNE PIER:

An inspection of the sub-structure of the Ballantyne Pier shows same to be in good condition generally. A certain amount of fill settlement, however, has taken place, which shows in the pavement at the side of the sheds. This has now been remedied. It has been necessary to carry out considerable waterproofing of the shed walls with cement, on account of the rain driving through the partitions. Considerable maintenance has been necessary on the roofs of the sheds during the year, all of which has been carried out by the Commissioners' own forces.

All cranes on the Pier have been overhauled and are now in good condition.

No. 1 JETTY:

Due to dry rot having set in in the spout and turnhead supports on the Grain Jetty, it was necessary to replace same with steel beams. The conveyor galleries were scraped and painted during the summer and minor repairs carried out on the several parts of the Jetty. The usual underwater inspection was made and conditions were reported as very satisfactory.

No. 3 JETTY:

A number of dolphins and fender piles were renewed during the year and minor repairs were made to the crib at the North end, made necessary by boats striking the crib while berthing. It was necessary to place anti-check bands on the grain gallery supports in order to arrest the trouble.

V.H.C. FISH DOCK:

The usual maintenance was carried out at the Fish Dock during the year and the freezing plant, etc., was overhauled. An additional ammonia compressor and condenser was installed, which has proven an advantage to the successful operation of this plant.

GRANVILLE ISLAND:

During the year general maintenance to roadways, water services, sewers, etc., was carried out. An inspection of the timber bulkhead around the Island shows same to be in good condition.

JAPAN DOCK—NORTH VANCOUVER:

The Japan Dock is in a very fair state of repair and only required a certain amount of redecking during the past year.

COMMISSIONER STREET (East of Victoria Drive):

During the past year very considerable erosion of the gravel berm had taken place on the water side of the roadway, and it was necessary to widen the berm by means of additional gravel.

GENERAL:

Minor repairs and maintenance were carried out during the year at Heatley Avenue Wharf, Fireboat Wharf at Dunlevy Avenue, Immigration Float, Prospect Point Signal Station, and also to roads and crossings under the control of the Commissioners.

BENCH MARK SURVEY

During the year 1933, the Bench Mark Survey was again carried forward and concrete monuments were established at suitable points along the waterfront. This work is now nearing completion.

DRAFTING OFFICE

During the year the Drafting Office was kept busy by reason of detailed plans required in connection with Lapointe Pier Extension, Ballantyne Pier Storage Yard, etc. A number of plans and studies were made and all harbour charts and section maps were brought up to date. Annual financial statements and annual valuations for insurance purposes were prepared and plans to accompany documents of leases and quit claims, etc., were made.

H. W. FRITH,
Chief Engineer.



Photo Western Canada Airways.

A VIEW OF NORTH VANCOUVER FROM THE AIR

In the centre foreground—Ferry Landing; (right) Burrard Drydock

NORTH VANCOUVER

Situated on the north shore of Burrard Inlet, with a background of picturesque mountains, is the City of North Vancouver. With a population of 9,000 the city is bounded on the north, east and west by the Municipality of North Vancouver and further to the west by the Municipality of West Vancouver. The total population of the North Shore is about 20,000.

Transportation to the City of North Vancouver is afforded by a regular ferry service which is owned and operated by the City, with ferries traversing the $2\frac{1}{4}$ miles across Burrard Inlet every twenty minutes.



Photo Wardlaw
NORTH VANCOUVER FERRY

With the completion of reconstruction of the Second Narrows Bridge, anticipated during June next, the Vancouver Harbour Commissioners' Terminal Railway will resume service to the North Shore, again linking up the industrial section of the City with the trans-continental lines.

The principal industries along this portion of the harbour are shipbuilding plants, lumber and shingle mills, oil re-

fineries, creosoting works, and a grain elevator (with capacity of 1,500,000 bushels). Here also is the Commissioners' "Japan Wharf" over which 44 million feet of lumber and logs was shipped during the year 1933.

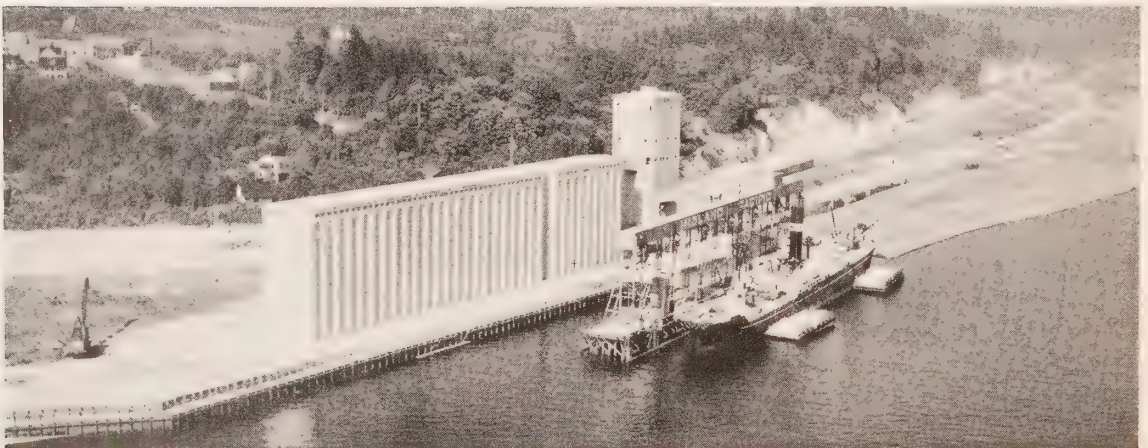
The Commissioners' spacious booming ground is situated east of the City of North Vancouver.

The City of Vancouver water supply is obtained from the North Shore and is conveyed across Burrard Inlet by means of a tunnel $7\frac{1}{2}$ feet in diameter.

Many points of interest and scenic beauty are to be found here, including Capilano, Lynn and Seymour Canyons, which are visited by thousands of tourists annually.



Photo Wardlaw
LYNN CANYON



MIDLAND PACIFIC ELEVATOR (Capacity 1,500,000 bushels) on the North Shore

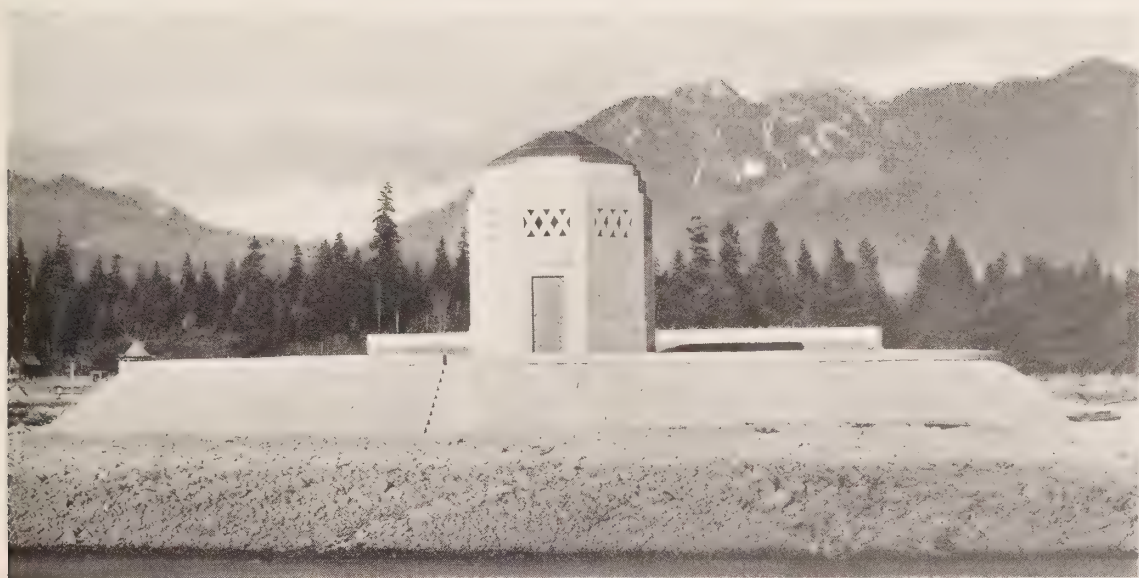


Photo W. J. Moore Photo Co.

THE ACCESS HOUSE OVER THE NORTH SHAFT OF THE FIRST NARROWS PRESSURE TUNNEL

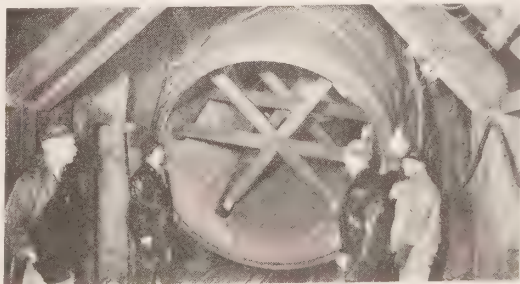
GREATER VANCOUVER WATER DISTRICT—FIRST NARROWS PRESSURE TUNNEL

Mention was made in last year's report of the First Narrows Pressure Tunnel which was then under construction by the Greater Vancouver Water District for the purpose of carrying water to the City of Vancouver from the Capilano source of supply on the North Shore. During the year this tunnel was completed, being put in full service on June 30th, 1933.

The tunnel is 3104 feet in length and lies at a depth of 400 feet below the level of high water. Both tunnel and shaft have a steel interlining and are inner lined with concrete. The space between the steel lining and the solid rock is filled with concrete. The water-way is 8 feet in diameter in the shafts and 7 feet 6 inches in the tunnel, and is built for an ultimate capacity of 200 million gallons of water per day.

The south shaft is in Stanley Park about 80 feet back from high water. It is not visible from the Harbour.

On the North Shore, over the connecting pipe line and around the valve chamber and shaft a fill was placed to an elevation of 3 or 4 feet above high water, extending 40 feet radially from the centre of the shaft. The Access House built over the shaft is of reinforced concrete, octagonal in form, the copper covered, wooden, removable roof coming to a peak in a bronze finial. The lower 10 feet of the walls of the Access House are blank except for the oak door; above that in each face there are diamond shaped windows, illuminated by amber lensed flood lights supplied with electric power by a 2½ h.p. generator, driven by a Pelton wheel taking water at 150 lbs. pressure from the mains. When the Harbour entrance is finally dredged to its full width this light may replace the beacon near low water mark, about 200 yards away, now known as Calamity Light.



A SECTION OF THE REINFORCED STEEL AND CONCRETE PIPE BEING PUT IN PLACE IN THE TUNNEL

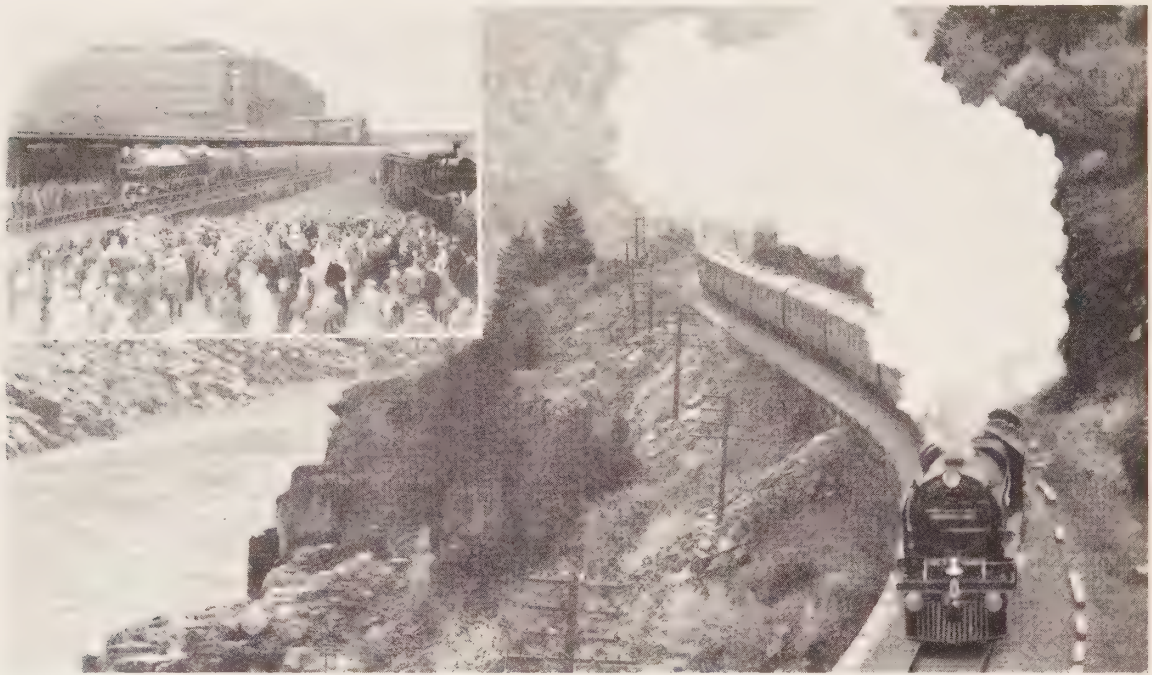


Photo Gordon Photos.

"THE ROYAL SCOT" OF THE LONDON, MIDLAND & SCOTTISH RAILWAY
 Passing through Fraser Canyon. INSET—At Canadian Pacific Railway Station, Vancouver, B.C.
 where 19,885 persons inspected the train

VISITORS TO THE PORT

There were many interesting visitors to the Port during the year, among them a number of steamship owners. Listed below are a few of the visitors:

Vice-Admiral Gengo Hyakutake in command of the Japanese training ships H.I.J.M.S. "Iwate" and "Yakumo" which visited the Port in April.

The "Royal Scot" of the London, Midland & Scottish Railway with Mr. C. O. D. Anderson, officer in charge of the train, Mr. T. C. Byrom, Liaison Officer, and Mr. T. D. Slattery, Assistant to the Vice-President of the London, Midland & Scottish Corporation. This famous flyer of nine coaches and locomotive visited Vancouver in October during a tour of United States and Canada, after being displayed at the Century of Progress Exposition at Chicago. 19,885 persons inspected the train during the twelve hours it was open for inspection here.

The Rt. Hon. Arthur Meighen, P.C., Ottawa.

Hon. H. H. Stevens, P.C., Minister of Trade and Commerce for the Dominion of Canada.

Hon. Major Robert Weir, Minister of Agriculture for the Dominion of Canada.

Sir William Clark, K.C.S.I., K.C.M.G., High Commissioner for the United Kingdom in Canada.

Mr. R. L. McGregor, Australian Trade Commissioner in Canada.

Hon. Downie Stewart, Dunedin, New Zealand.

Mr. Walter Nash, M.P. for Wellington, New Zealand.

Dr. P. R. Botha, Trade Commissioner for the Union of South Africa.

Mr. E. W. Beatty, President, and Mr. Wm. Baird, Passenger Traffic Manager for the Overseas Services, Canadian Pacific Railway Company, Montreal.

Mr. C. E. Donaldson of the Donaldson Line, London office, and Mr. F. A. Donaldson of the Glasgow office.

Mr. R. S. Dalglish of the Dalglish Steam Shipping Co., Newcastle-upon-Tyne, England.

Mr. R. D. Holt, Chairman of the Board of Directors of Alfred Holt & Co., Liverpool, England.

Mr. Jean L. Arthur, Secretary General for the French Line, Paris, France.

Mr. Bondu, Freight Traffic Manager for the French Line, Paris, France.

Mr. R. Lyle of the Lyle Shipping Company, Glasgow, Scotland.

Hon. J. S. Maclay of Maclay & McIntyre, Glasgow, Scotland.

Mr. Van Hengel of the Netherlands Steamship Co., Amsterdam, Holland.

Mr. H. L. A. Van Kretschmar, New York representative of the Pacific Java Bengal Line.

Mr. A. E. Clegg of the Kerr Steamship Company, New York.

Mr. Lewis Luckenbach, Vice-President of the Luckenbach Steamship Co., New York.

Mr. S. Ishida, President of the Ocean Transport Co., Kobe, Japan.

Mr. F. A. Bean, Vice-President, International Milling Co., Minneapolis.

The Mission ship "John Antle" in command of Rev. John Antle, Superintendent of the Columbia Coast Mission, arrived in Vancouver on November 20, 1933, completing a voyage of over 10,000 miles from London, England, having taken a little over three months on the trip. The vessel measures 90 feet over all, 14 feet beam.



Photo L. Frank

VIEW OF V. H. C. FISH DOCK AND MOORING FLOAT in the foreground
Centre—Ship discharging sugar from Fiji at B. C. Sugar Refinery Wharf. Vessels loading grain at No. 3 Elevator in background.



CARRALL STREET 1886



CORDOVA STREET 1890

TWO VIEWS OF VANCOUVER'S BUSINESS DISTRICT IN THE EARLY DAYS



Photo L. Frank

LOOKING NORTH ON GRANVILLE STREET

(Left) HOTEL VANCOUVER. (Right) VANCOUVER BLOCK, BIRKS BUILDING, HUDSON'S BAY DEPARTMENT STORE. ROYAL BANK BUILDING IN DISTANCE.



Photo L. Frank

GRANVILLE STREET AT PENDER STREET

(Left) ROYAL BANK BUILDING. (Centre) CANADIAN BANK OF COMMERCE AND ROGERS BUILDING. (Right) BANK OF MONTREAL AND ROYAL TRUST BUILDING.

INDUSTRIAL SITES

The Vancouver Harbour Commissioners solicit inquiries regarding industrial sites. The Port has extensive railway and steamship connections to world points. Due to the outstanding natural advantages of supplies of raw materials, electric power, water and fuel there are many opportunities for manufacturing goods for the domestic and foreign markets. Extremely mild climatic conditions present many advantages to manufacturing enterprises.

The Harbour Commissioners have available for lease at very reasonable rental many sites suitable for additional grain elevators, flour mills, in fact sites for most any industrial requirements.

Information may be obtained on application to the Secretary.



THE "LADY VAN."

YACHTING

The coastline waters of British Columbia lend themselves admirably to pleasure yachting and this sport contributes in no small measure to the activities in the Harbour.

The Royal Vancouver Yacht Club have their quarters at Coal Harbour as well as at Jericho Beach in English Bay, on which a capital cost has been expended of some \$90,000.00, while the fleet registered with the Club comprising sail and power craft is estimated to be valued at \$1,250,000.00. The club have a membership of some 700 of which 200 are active yachtsmen.

In 1928 the Club captured the Lipton Cup in international competition and each year since, with the exception of one, has successfully defended it.



THE ROYAL VANCOUVER YACHT CLUB
AT JERICO BEACH

CONSTITUTION OF VANCOUVER HARBOUR COMMISSION

The Corporation of the Harbour Commissioners of Vancouver was created by an Act of the Parliament of Canada in May, 1913.

The Corporation shall consist of three commissioners appointed by the Governor in Council upon the recommendation of the Minister of Marine, and they shall hold office during pleasure.

The Governor in Council may, from time to time, appoint one of the said commissioners as president of the Corporation.

The Corporation may appoint such officers, engineers, clerks and servants as is deemed necessary to carry out the objects and provisions of this Act.

The Corporation shall, for the purposes of and as provided in this Act, have jurisdiction within the limits of the harbour.

The Corporation may make by-laws for the following purposes:—

The direction, conduct and government of the Corporation, and of its property, real and personal;

To regulate and control navigation and all works or operations within the harbour and to appoint constables and other officers to enforce the same or to enforce the provisions of any statute or marine regulation;

The restriction of the use of such portion of the harbour as the Corporation deems expedient to vessels of deep draft, and to establish fair-ways and special anchorages which shall be recognized and noted on Admiralty charts and office plans for the harbour for the information of mariners, including fair-ways or prohibited anchorages, anchorage for explosives and quarantine anchorage when and so soon as the latter shall be established in Vancouver;

The regulation of the construction of docks, piers, quays and buildings within the harbour;

The good government, improvement and regulation of the harbour;

The prevention of injury to and encroachments and encumbrances on channels, harbours and waters generally within the limits of the harbour; the regulation or prohibition of the deposit of ballast; and the removal of material of a nature to cause injury, encroachment or encumbrance;

To regulate the ordering, anchoring, mooring, riding and fastening of vessels and rafts;

The regulation and control of the use of lights and fires;

The regulation and control of the landing and shipping of explosives or inflammable substances and of vessels containing the same;

The boiling, melting and use of pitch, tar, turpentine, resin or other inflammable substance or substances;

The allotment of berths to vessels, or to any regular line of vessels, either on each trip or for the whole business season;

The allotment, letting or leasing of any lot, space or portion of wharves, piers or vacant ground under its control within the harbour;

The regulation of the powers of the officers of the Corporation in respect of enforcement of their lawful directions and orders, and in respect of any force, aid or assistance required by them for that purpose;

The regulation of all machinery and appliances used in loading or unloading vessels;

The regulation of railway and other traffic on the quays and wharves of the Corporation in the harbour, and the prevention and removal of obstructions, impediments or hindrances to traffic;

The enforcement of arrangements made or to be made under the powers given by this Act with railway companies having connection with the harbour;

The expropriation and acquisition of such real property as the Corporation deems necessary for the construction of wet and dry docks, warehouses, elevators and railways, or otherwise for the general purposes of the Corporation;

The matters of order and regularity and the prevention of theft and depredation;

The fixing of rates upon all goods landed or shipped in the harbour, moved by rail on the harbour tracks or deposited within the harbour, except arms, ammunition and military accoutrements and other munitions of war for use of the Government or for the defence of Canada;

The imposition of tolls, rates, fees and dues on vessels entering, or lying within the harbour; other than pilotage dues, sick mariners' dues and steamboat inspection fees;

The collection of all rates and penalties imposed by this Act or by any by-law made under the authority of this Act, and may, for such purpose, include in any such by-law regulations requiring the collector of customs or other proper officer to refuse clearance to vessels;

The imposition of penalties upon persons infringing any by-law which the Corporation is hereby authorized to make, but such penalty shall not exceed five hundred dollars or sixty days' imprisonment; and, in default of payment of such pecuniary penalty and of the costs of conviction, a period of imprisonment with hard labour, to be fixed by by-law but not to exceed thirty days, nor to continue after such payment is made.

FINANCING WORKS:

From time to time Acts are passed by the Dominion Government and under such Acts the Governor in Council may from time to time advance and pay to the Corporation such sums of money as may be required to enable the Corporation to carry on the construction of works to provide such terminal facilities as are deemed necessary for the proper development and equipment of the harbour.

No construction of any works shall be begun and no advances shall be made under this Act until the necessary plans, specifications and estimates in detail to govern the construction of such works have been submitted to and approved by the Governor in Council.

HARBOUR LIMITS:

The harbour includes Burrard Inlet with the North Arm and Port Moody, False Creek and English Bay and all other tidal waters lying east of a line drawn from Point Atkinson Lighthouse southerly to the most westerly point of Point Grey.

SIGNAL STATION:

The first actual point of contact between the vessel and the port is the Signal Station at Prospect Point, where a continuous look-out is kept by signalmen of ex-naval ratings. Their duty is to note and report to the Harbour Master's office every vessel that passes in and out, to keep watch for signals from incoming vessels and to convey to such vessels signals transmitted to the Station over the telephone by ship's agents or others.

Any accident or incident requiring prompt attention is reported direct by the Station to the Harbour Master.

WIRELESS:

There is a Government Radio Station (Telegraphic) situated at Point Grey for receiving and transmitting messages, call sign VAI, also the Merchants' Exchange for commercial messages, call sign VAB.

VESSELS ENTERING THE HARBOUR:

Vessels arriving in the Harbour are required to deliver at the Harbour Master's office a true and correct report in writing, signed and certified by the maker thereof, giving name, official number, port of registry, gross and net tonnage, name of master, and of the owner or agent of said vessel, a manifest of her cargo, and the number of passengers carried inwards, date and hour of arrival, draft of water, and berth occupied.

The master of the vessel is notified, usually through the vessel's agent, of the berth assigned to him, except in case of vessels requiring an anchor berth, in which case permission must be obtained from the Harbour Master, who will indicate the berth to be occupied. Admiralty charts of the harbour show the regular mooring berths in numbered squares.

On arrival in the harbour, vessels which are assigned a berth at any of the wharves or piers operated by the Harbour Commissioners, are met by the Berthing Master, acting under the Harbour Master's direction, who supervises the berthing of the vessel, and further assists the master by supplying information regarding harbour by-laws and other services.

Vessels may enter the harbour at any hour and at any stage of the tide. The International Rules of the Road are to be observed. The use of tugs for berthing is not compulsory.

WHARFAGE:

Wharfage charges are charges made on cargo passing over piers or wharves, or transferred between vessel or loaded from water over ship's side while vessel occupies berth at wharf, and exclusive of any sorting, piling, weighing, handling or trucking.

Freight paying inward wharfage shall not be subject to outward wharfage when re-shipped by water from the same wharf.

Shipments loaded or discharged overside of vessel from or to vessel or scow, or taken from or discharged into the water when vessel is lying alongside wharves, are assessed one-half regular wharfage.

On goods for which vessel tariff rates are "Per Article", wharfage charges will be assessed on weight basis, unless specific wharfage charges are provided.

Ship's stores over wharf, and fuel over ship's side for vessel loading or unloading cargo at wharf, shall not be subject to wharfage charges when wharf is not called upon to furnish any service.

Repair material, lining, fuel oil, coal or ballast handled over wharf are subject to regular wharfage charges. No charge will be made for lining material when taken overside from scow.

In every case the wharfage charge is paid by the shipper or consignee and is not absorbed by the steamship lines so far as local traffic is concerned, except that in some cases, on coastwise traffic, the freight rate includes wharfage, which is by arrangement between shippers and the steamship company.

On competitive "in transit" traffic through the Port the assessment of wharfage is made on shipments to and from the United Kingdom or Inter-coastal, but on import and export traffic originating at or destined to Asia, Australia, Central America, Hawaiian Islands, Mexico, New Zealand, Oceania, Philippine Islands or South America, the wharfage is absorbed by the steamer and/or rail line.

CUSTOMS REQUIREMENTS:

Immediately upon arrival a ship has to be "entered" at the Customs, and the following documents are required:—

Ship's certificate of registry, or other papers relative to country or ownership.

Clearance from last port.

Bills of Health.

Pratique certificate, if on other than a coasting voyage.

Immigration clearance.

Manifests, in quadruplicate, on form required by Customs. These forms must be stamped at the office of the Harbour Commissioners in the Customs building before being presented at the Customs.

If goods are found on vessel not shown on manifest they are liable to seizure, but the Collector may permit a supplementary manifest, in quadruplicate, to be filed, duly stamped by the Harbour Commissioners.

Manifests must show effects of officers, members of crew and passengers, other than personal effects or wearing apparel.

List of ship's stores, certified by master.

There is no fee for entering and clearing a vessel except on Sundays, when a fee of \$1.50 is charged.

No fees are assessed by the Department of Customs for assistance of officers on any working day from 8:00 a.m. to 5:00 p.m. Overtime is assessed against party requesting assistance of such officers on any day after 5:00 p.m. or on statutory holidays or Sundays, except for vessels discharging and loading bonded cargoes.

Sick mariners' dues are paid on entry to the Collector of Customs.

SHIPPING MASTER:

On clearing a vessel the ship's articles of agreement must be produced for endorsement by the Shipping Master. This includes all vessels other than Norwegian, Swedish, Danish, French or United States registry.

QUARANTINE:

Vessels coming in from the Orient direct to Vancouver must obtain pratique from William Head, but in the case of vessels coming from the Orient going to Puget Sound, pratique is obtained from Port Townsend and such vessels may come direct to Vancouver where the American pratique certificate will apply and be accepted.

All deepsea ships from foreign ports must obtain pratique from William Head with the exception of vessels as stated above. There is no charge made for this service at William Head.

CHARGES FOR HARBOUR SERVICE AND PORT FACILITIES

NOTE—While every effort has been made to make the charges mentioned in this publication correct, any or all of them are subject to change.

PILOTAGE—Not compulsory—Present ruling rates:

Sea to Vancouver— $\frac{3}{4}$ c. per net reg. ton and \$1.50 per foot draft.

Vancouver to Sea— $\frac{3}{4}$ c. per nett reg. ton and \$1.50 per foot draft.

Vancouver via Nanaimo or Union Bay to sea or vice versa $\frac{3}{4}$ c. per nett reg. ton and 75c. per foot draft to Gulf of Georgia; $\frac{3}{4}$ c. per nett reg. ton and \$1.50 per foot draft into coaling port; $\frac{3}{4}$ per nett reg. ton and \$1.50 per foot draft coaling port to sea.

Shifting in Harbour, each shift—\$8.50.

Through Second Narrows—\$15.00.

TOWAGE—No tariff:

Small tugs—\$25.00 approximately.

Large tugs—\$50.00 to \$75.00 approximately.

NOTE: Tugs are seldom used as wharves afford good berthing conditions and are easily approached.

BERTHAGE:

Vessels, hulks, scows or tugs making use of wharf, but not loading or discharging freight, charged at the following rates for each 24 hours or portion thereof:

Vessels, etc.	100 ft. in length or under	\$ 1.50
"	101 " " " to 150 ft.	5.00
"	151 " " " " 250 ft.	15.00
"	251 " " " " 350 ft.	25.00
"	over 351 feet length.....	50.00

GEAR HIRE:

Cranes	\$2.50 per hour each.
Jitneys	2.50 " " "
Dollies .....	.75 " " "
Hand Trucks .....	.25 " " "

FUEL:

Coal at Nanaimo and/or Union Bay is \$5.50 per long ton f.o.b. and \$5.75 when trimmed in bunkers.

Fuel Oil—Per barrel of 35 Imperial gallons:

Deepsea—\$1.20 (in bond).

Coastwise—\$1.45 (duty paid).

Prices f.o.b. ship's tanks.

NOTE—These prices are subject to change. Most of the steamship lines have contracts with suppliers.

LIGHT:

7c per kilowatt hour—minimum charge 50c.

WATER:

Alongside pier, per ton of 224 gallons.....	\$.10
In stream—Minimum 25 tons.....	25.00
30 "	30.00
40 "	35.00
50 "	40.00
60 "	45.00
70 "	50.00
100 "	70.00

BALLAST:

Ballast is not used at this port except in cases where the steamer fills her deep tanks with water to give her stability.

No difference is made at this port so far as charging for berthing and shed accommodation is concerned between regular liners and tramp steamers.

SICK MARINERS' FEES:

2c per nett registered ton (payable at Customs) first three trips each calendar year at any Canadian port.

Clean Bill of Health—\$1.00.

FUMIGATION:

Vessels trading with Orient—once every 6 months.

Vessels trading with United Kingdom and northern European ports—once every 12 months.

Both Sulphur process and Cyanide process (former seldom now used).

PORT WARDEN'S INSPECTION—Varies according to cargo:**Inward:**

Survey of hatches and cargo, including survey of cargo on decks and certificates:

When cargo does not exceed 1,000 tons	\$ 8.00
1,001 tons but not exceeding 2,500 tons	16.00
2,501 tons but not exceeding 3,500 tons	24.00
3,501 tons and over.....	30.00
Survey of hatches only and certificate	8.00
(Tonnage computed on basis of vessel's revenue tons).	

Outward:**LUMBER:**

For survey of full cargoes or part cargoes of lumber only, below and on deck, including inspection of vessel's hold before loading and certificates:

500,000 ft. B.M. and less.....	\$ 8.00
500,001 " " not exceeding 1,500,000 ft. B.M.....	15.00
1,500,001 " " " " 2,500,000 "	20.00
2,500,001 " " " " 3,000,000 "	25.00
3,000,001 and over.....	30.00

All ships loading deckloads of lumber must be surveyed by the Port Warden.
Survey of deckload and certificate \$10.00

GRAIN:

All vessels carrying wheat require the Port Warden's certificate. In many cases owners and charterers require a certificate of seaworthiness from the San Francisco Board of Marine Underwriters, whose charges approximate those of Port Warden. Sometimes a certificate of both authorities is taken.

For inspection of vessel's holds and grain fittings, superintendence, and survey of vessel loading full or part cargoes of grain only, including certificates:

1,000 tons or less	\$10.00
1,001 " but not exceeding 2,000 tons	20.00
2,001 " " " " 3,000 "	30.00
3,001 " " " " 5,000 "	40.00
5,001 " and over	50.00

NOTE—Ton of 2,240 lbs.

Where a vessel loads in excess of 5,000 tons of grain and completes the balance with lumber, the fee will be \$50.00 for complete survey and certificate.

GENERAL:

For survey of general cargoes, including parcels of grain and lumber and inspection of vessel's holds before loading, and certificates:

500 tons and less		\$ 8.00
501 " but not exceeding 1,500 tons		13.00
1,501 " " " "	2,500 "	18.00
2,501 " " " "	3,500 "	23.00
3,501 " " " "	4,500 "	28.00
4,501 " and over		30.00

Where vessel carries 5,000 tons of grain or over, in addition to lumber and general cargo, an additional fee of \$10.00 may be charged.

TONNAGE—Will be computed on the following basis:

General Cargo—On basis of vessel's revenue tons.

Grain—On basis of 2,240 pounds per ton.

Logs and Lumber— With general cargo on a basis of one and one-half (1½) tons to 1,000 feet Board Measure.

Revenue Tons—i.e., weight and/or measurement.

AGENCY FEE:

By special arrangement with agency handling vessel.

HARBOUR DUES:

3c per nett registered ton (payable first five trips each calendar year to the Harbour Commissioners).

CARGO RATES:

The Harbour Commissioners assess on cargo a charge known as Cargo Rates. These rates vary according to the commodity and are set out in a tariff published by the Harbour Commissioners.

Cargo Rates are collected from consignees and shippers except when, owing to competitive conditions between Vancouver and other ports, the vessel has to absorb cargo rates. Under such conditions the Commissioners may commute the rate to a charge of not less than 5c per ton.

On cargo in transit moving on through Bill of Lading through the Port of Vancouver, when it is necessary for the vessel to absorb cargo rates assessable on any one voyage, then the vessel shall not be called upon to pay the amount of such absorbed cargo rates in addition to the amount payable for harbour dues, but only the total of such cargo rates or such harbour dues (whichever may be the greater) in respect of that particular voyage as set out hereunder:

(1) On cargo originating at or destined to points in Canada east of the eastern boundary line of the Province of Saskatchewan, except on grain, grain products and liquor.

(2) On cargo originating at or destined to points in the United States of America, moving in transit through the Port of Vancouver, except on grain, grain products and liquor.

NOTE: A true and correct copy of the ship's manifest and/or inward and/or outward report, must be filed with the Commissioners within twenty-four hours of the arrival or departure respectively of any vessel.

Any alterations or changes in the manifests or reports so filed must be made within forty-eight hours after such documents have been filed with the Commissioners. After the expiration of such time no further alterations or changes shall be allowed to be made in the manifests or reports, but supplementary manifests or reports must be left with the Commissioners giving such subsequent alterations or changes as may be necessary. All documents must be certified and such alterations and changes on the manifests or reports must be initialled by the party making them.

HANDLING SHIP'S LINES:

Effective March 1st, 1934, the following charges for handling ship's lines will apply based on maximum of 2 hours, any time day or night.

Vessels Loading Bulk Grain Only:

Charge to tie up vessels \$6.00 for each tie up } see exception
 Charge to release vessels \$3.00 for each release }

Vessels Loading or Discharging General Cargo:

Charge to tie up vessels \$5.00 for each tie up } see exception
 Charge to release vessels \$3.00 for each release }

EXCEPTION:

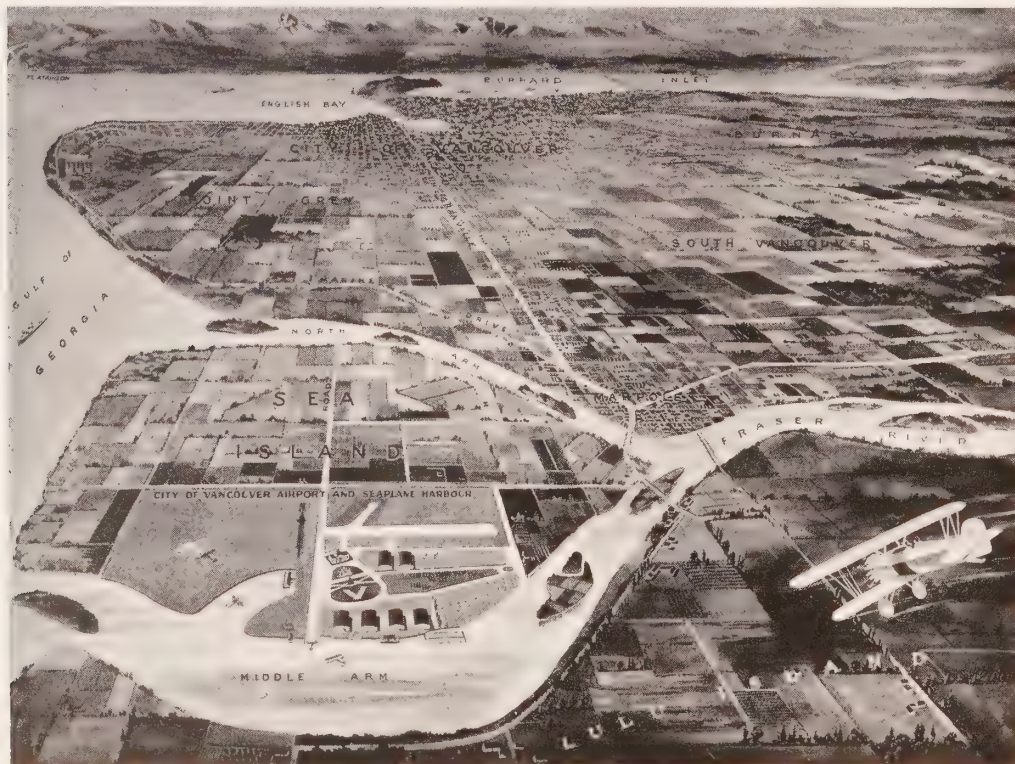
Any time over 2 hours from the time men are called to be paid for by vessel at rate 60c. per hour per man, between hours 8:00 A.M. and 5:00 P.M., and 90c per hour per man between hours 5:00 P.M. and 8:00 A.M., except on Sundays and legal holidays when 90c. rate as above will apply for any time over 2 hours. Any time up to 30 minutes to be charged as a half hour and any time over 30 minutes to be charged as an hour.

When men are supplied and not used the above charges will be assessed.

STEVEDORING:

All stevedoring and longshore work in the Port of Vancouver is under the control of the Stevedoring Companies, who in turn are members of the Shipping Federation of British Columbia, who furnish all longshore labour.

All longshoremen are registered for employment with the Shipping Federation, and are despatched to work on call from Stevedoring and Dock Companies through the Despatching Hall maintained by the Shipping Federation. First call or regular ship and dock men are despatched in registered gangs; extra men and wheat trimmers are despatched in rotation, the line-up or picking system no longer exists in Vancouver.



CITY OF VANCOUVER AIRPORT AND SEAPLANE HARBOUR

AIR TRANSPORTATION

With a well designed civic airport within easy reach and a sheltered harbour the Port of Vancouver is well provided with airport facilities for trancontinental and general air services.

THE VANCOUVER AIRPORT AND SEAPLANE HARBOUR:

The Vancouver Airport and Seaplane Harbour is located on the Fraser River, just seven miles from the business district of Vancouver. It covers 470 acres and is a combination airport and seaplane harbour. It is entirely without obstruction to approach from any direction and has all the latest facilities in the way of fireproof hangars, fully equipped administration and customs offices and weather bureau. It is a licensed Customs Port of Entry and is owned and operated by the City of Vancouver.

THE ROYAL CANADIAN AIR FORCE STATION:

The Royal Canadian Air Force Station is located at Jericho Beach, on the south side of English Bay, and is operated under authority of the Department of National Defence, Ottawa.

Jericho Station is completely equipped as a seaplane and flying boat base, and No. 4 (Flying Boat) Squadron of the Royal Canadian Air Force is based there.

In addition to service flying, various operations are carried out for the Department of Interior, Department of Marine and the Royal Canadian Mounted Police. During the past five years large areas of Vancouver Island, Queen Charlotte Islands, the mainland coast and the interior of the Province have been photographed for mapping purposes.

CANADIAN AIRWAYS LIMITED:

Canadian Airways Limited operate a daily seaplane service to Victoria, B. C., from their terminus at Coal Harbour for passengers and express. A service to Bridge River twice weekly will be established in the early spring for miners, passenger traffic and express.

Other operations consist of freighting prospectors and supplies in the Yukon and Northern British Columbia, as well as Fisheries Patrol for the Department of Fisheries, which has been conducted by this Company for six years; also aerial photography and mapping of timber, mining and water-power resources.

PACIFIC AIRWAYS, LIMITED:

The Pacific Airways, Limited owns and operates an all-metal Junkers seaplane, accommodating five passengers and pilot. The machine is also equipped for wheels or skis.

Operations for 1934 will be centred in and around the mining districts of British Columbia, with radio communication direct from the plane to the base at Lulu Island.

WELLS AIR TRANSPORT LTD.:

The Wells Air Transport Ltd. operates a service from their base at the Vancouver Civic Airport to the Bridge River mining district. This service is maintained from early spring, and from their terminus on Seton Lake connection is made with ground facilities for passengers and freight to the Bralorne and Pioneer Mines. This Company also has several seaplanes or flying boats available for special charter trips, ranging in capacity from one to six passengers.

FREIGHT CAR FERRY SERVICE

1. **Vancouver Harbour Commissioners:** Providing Terminal Railway connection between Vancouver and North Vancouver.

2. **Canadian Pacific Railway Company:** To Vancouver Island points.

3. **Great Northern Railway Company:** (F. M. Yorke & Son Ltd.) To points on Burrard Inlet and Vancouver Island.

4. **Pacific Great Eastern Railway Company:** From C.P.R. ferry slip to P.G.E. terminal at Squamish for interior British Columbia points.

RAILWAY TRANSPORTATION

The Port of Vancouver is the western terminus of two all-Canadian transcontinental lines, the Canadian National Railways, and the Canadian Pacific Railway Company, each operating on their own tracks from the Atlantic to the Pacific and maintaining daily passenger and freight service in and out of Vancouver to Eastern Canadian and United States points.

The British Columbia Electric Railway, electrically operated, provides both passenger and freight service to the Fraser Valley and lower mainland, as well as truck lines to the rural districts of the lower mainland.

The Pacific Great Eastern Railway operates on a tri-weekly service from Squamish to Quesnel, a distance of 347 miles, to points in the interior of British Columbia. Connection between Vancouver and the Pacific Great Eastern Railway at Squamish is made by barge operated by the Railway Company, and also by the Union Steamship Co. of B. C. Ltd.

The Great Northern Railway of the United States affords direct connection to points in the United States, operating two passenger and freight trains daily in and out of Vancouver, and have their own terminal facilities at Vancouver.

The Northern Pacific Railway, the Southern Pacific Railway, the Chicago, Milwaukee, St. Paul and Pacific Railroad Company of the United States are enabled, through traffic agreements with the other railroads, to handle both freight and passengers to and from Vancouver.

The Harbour Commissioners Terminal Railway performs switching service to both the north and south shores of the harbour and provides waterfront properties connection with the transcontinental lines.

OIL FACILITIES OF THE PORT

There are ample facilities at the Port of Vancouver for supplying Fuel Oil, Diesel Oil and Petroleum. The oil companies maintain lighters for bunkering vessels at any point within the harbour not served by the pipe lines.

THE IMPERIAL OIL LIMITED:

The Imperial Oil Limited refinery at Ioco, on the north shore of Burrard Inlet, has a daily throughput of 17,000 barrels and storage tanks of 1,272,500 barrels capacity. The main dock is 700 feet long, with a minimum depth at low water of 30 feet. In addition there is a barge dock 415 feet long as well as a package dock 270 feet long.

THE SHELL OIL COMPANY OF BRITISH COLUMBIA, LIMITED:

The Shell Oil Company of British Columbia, Limited, operate their western refinery at Shellburn, 6½ miles from the centre of the City of Vancouver, on a 70 acre site, facing on the south shore of Burrard Inlet with water frontage of 1700 feet. The plant has a throughput of 3,500 barrels of crude oil per day and storage facilities for 250,000 barrels of oil. In addition to the 400 foot wharf, with depth of 30 feet at low water, there is a wharf float to serve small vessels, also railway spur trackage with loading and unloading facilities.

THE UNION OIL COMPANY OF CANADA LTD.:

The Union Oil Company of Canada Ltd. have their Fuel Oil and Diesel Oil storage facilities at Coal Harbour. They have storage tanks for 167,000 barrels of Fuel Oil and 64,000 barrels of Diesel Oil. The dock is 310 feet long with depth at low water of 35 feet. In addition to the pipe lines on the Union Oil Dock, pipe lines are laid from both the Refined Oil and Duty Paid Tanks to the Canadian Pacific Railway Company docks, and four vessels can load simultaneously.

HOME OIL DISTRIBUTORS LTD.:

The Home Oil Distributors Ltd. plant, located at North Vancouver, has a daily throughput of 1,100 barrels and storage tank capacity of 43,200 barrels. The plant is served by a dock 700 feet long.

DRYDOCKS AND SHIP REPAIRING PLANTS

Drydock and ship repairing plants include the following:

BURRARD DRYDOCK COMPANY LIMITED—North Vancouver.

Building berths for vessels up to 10,000 tons. Marine railway of 3,000 tons capacity. Floating dock—capacity 20,000 tons; length overall 556'6"; Breadth between wing walls—98'; Length over pontoons—126'x496'. Light railway throughout plant. Main pier 700 feet long—takes one large and one small vessel. Auxiliary pier—32'x450'. One stationary crane—capacity 100 tons.

B. C. MARINE ENGINEERS AND SHIPBUILDERS, LTD.

Building ways 200 feet long—capacity 800 tons. Two marine ways—capacity 1,000 tons and 2,300 tons.

Main forge handles billets up to 25 inches diameter and weighing up to 10 tons.

BURRARD SHIPYARD & ENGINEERING WORKS, Ltd.—1729 West Georgia Street.

Marine railway—capacity 1,600 tons.

FENNER & HOOD SHIPYARD—1877 West Georgia Street.

Drydock—300 tons capacity. Two marine railways—capacity 300 tons and 100 tons respectively.

PACIFIC SALVAGE COMPANY, LTD.—North Vancouver.

Floating drydock—capacity 800 tons. Three floating derricks. Salvage tugs.

BOEING AIRCRAFT OF CANADA, LIMITED—1927 West Georgia Street.

Floating drydock—capacity 300 tons. Will handle vessels up to 30 feet beam and 140 feet length at any stage of the tide.

BEACH AVENUE SHIPYARDS—944 Beach Avenue.

CAMERON & SCOTT SHIPYARDS—1865 West Georgia Street.

COAL HARBOUR SHIPYARDS, LTD.—1747 West Georgia Street.

CRANES' SHIPYARDS LTD.—650 Denman Street.

HARBOUR BOAT BUILDERS (1932) LTD.—3015 Wall St.

NORTH VANCOUVER SHIP REPAIRS LTD.—Foot of Rogers, North Vancouver.

WALKEM'S SHIPYARD LTD.—False Creek.

PIERS AND WHARVES

The principal piers and wharves in the Harbour include the following:

VANCOUVER HARBOUR COMMISSIONERS:

Ballantyne Pier—foot of Heatley Avenue.

Reinforced concrete structure. Lineal feet of berthing 2610 feet. Depth at low water 32 feet at inner berths; 45 feet at outer berths. Trackage at each side and centre of pier. Four two-storey sheds, total area 410,400 sq. ft. with total capacity of 41,040 tons. Equipment for loading and discharging—four Stothert & Pitt cranes; two Babcock Wilcox cranes; seven Colby Combination cranes—all of 3-ton capacity. The Colby Combination cranes are used for both grain and general cargo. Communication between first and second stories in sheds is by four electrical platform elevators 10,000 lbs. capacity each, and eight cargo chutes. Storage yard at south of pier.

Lapointe Pier—foot of Salsbury Drive.

Concrete crib structure. Lineal feet of berthing 2,500 feet. Depth at low water 35 feet. Trackage along each side of pier. Two one-storey sheds, total area 136,854 sq. ft., total capacity 13,865 tons. Loading and discharging by ship's derricks. Grain galleries along each side of pier—10 spouts on west side and 9 spouts on east side, to load grain from No. 1 Elevator.

On this pier are eight **Fish Oil Tanks** with a total capacity of 171,112 Imperial gallons or 205,335 U. S. gallons. Pumping capacity 18,000 gallons per hour. Tanks are equipped with heating coils.

No. 1 Grain Jetty—foot of Salsbury Drive.

Concrete crib, pile and timber structure. Lineal feet of berthing 1,400 feet. Depth at low water 35 feet on west side; 30 feet on east side. Trackage along Jetty. Grain gallery along Jetty—four belts, seven spouts on east side and fourteen spouts on west side to load grain from No. 1 Elevator and from Terminal Elevator. Inner berth on west side for grain and general cargo. Two outer berths for grain only.

No. 3 Grain Jetty—foot of Vernon Drive.

Pile and timber structure. Lineal feet of berthing 1,000 feet. Depth at low water 30 feet. Trackage along Jetty. Grain galleries along each side of Pier—two belts each gallery.

(This Jetty is operated by the Vancouver Harbour Commissioners to serve No. 3 Elevator.)

Fish Dock—foot of Raymur Avenue.

Pile and timber structure. Lineal feet of berthing 720 feet. Depth at low water 10 feet. Trackage at west side of wharf. Shed area both sides of dock 20,000 sq. ft., providing fish booths, ice making and refrigerating equipment, ice storage and ice crushing plant, cool rooms and smoke house. Berthing float for fishing boats. Six steel electric cranes for unloading.

New Oil Dock—Vegetable Oil Storage and Handling Plant—foot of Dunlevy Avenue.

Pile and timber structure. Lineal feet of berthing 450 feet. Minimum depth at low water 28 feet. Five storage tanks 50,000 gallons each; two tanks 25,000 gallons each; Total storage capacity 300,000 gallons. Tanks equipped with steam coils for heating purposes and air coils for agitating. Pumping equipment—two electrically driven Rotary Pumps, each with a capacity of 25,000 gallons per hour either to storage tank or into tank cars. One pump is portable for lowering into ship's hold. Air compressing and steam plant installed for use when necessary.

CANADIAN PACIFIC RAILWAY COMPANY:**Pier "A"—**

Timber and pile structure. Lineal feet of berthing—1730 feet. Minimum depth at low water 30 feet. Trackage along centre of pier. One-storey sheds, total area 84,400 sq. ft. and total capacity 8,600 tons. Loading and discharging by ship's derricks.

Pier "B-C"—

Reinforced concrete pile structure. Lineal feet of berthing—2510 feet. Minimum depth at low water 35 feet. One-storey sheds, total area 260,000 sq. ft. and total capacity 25,000 tons. Trackage on each side and in centre of pier. Equipment for loading and discharging includes one 5-ton crane on each side of pier and eight marine elevators.

Pier "D"—

Pile and timber structure. Lineal feet of berthing 2050 feet. Minimum depth at low water 30 feet. Trackage along centre of pier. Two-storey sheds. Lower shed total area 84,000 sq. ft. and capacity of 10,800 tons. Upper storey on level with street comprises offices and accommodation for passengers. Loading and discharging by ship's derricks.

Pier "H"—

Pile and timber structure. Lineal feet of berthing 1430 feet. Minimum depth at low water 26 feet. Trackage on east side of pier. One-storey sheds with area of 42,000 sq. ft. and capacity of 5,600 tons. Loading and discharging by ship's derricks.

Quay Wharves "A" to "H"—

Pile and timber structure. Lineal feet of berthing 1470 feet. Minimum depth at low water 30 feet. Trackage on south side of sheds. One-storey sheds, area 108,750 sq. ft. and capacity 9,000 tons. Loading and discharging by ship's derricks.

On wharf between sheds 5 and 7 are located two electric derricks, capacity 15 tons and 50 tons respectively.

CANADIAN NATIONAL STEAMSHIPS: foot of Main Street.

Pile and timber structure. Lineal feet of berthing 2174 feet. Depth at low water 35 feet at east and west outer berths and 25 feet at inner berths. Trackage—two depressed tracks in centre of pier. Shed area—lower floor 90,260 sq. ft. capacity 10,000 tons; upper floor 26,000 sq. ft. containing offices and accommodation for passengers. Outside storage area 69,380 sq. ft. Loading and discharging by two marine elevators of 10 tons capacity, and ship's derricks.

EVANS, COLEMAN & EVANS LTD: foot of Columbia Avenue.

Two piers. Pile and timber structure. Depth at low water 20 feet at inner end of piers, and 30 feet at outer end of piers. Lineal feet of berthing—Pier 1, 1200 feet; Pier 2, 1291 feet. Trackage. Total area of sheds on both piers 121,300 sq. ft. and total capacity of 12,130 tons. Loading and discharging by ship's derricks, and one locomotive crane of 5½ tons capacity.

GREAT NORTHERN RAILWAY COMPANY: Pier foot of Campbell Avenue.

Reinforced concrete structure. Lineal feet of berthing 465 feet. Depth at low water 30 feet. Trackage at each side and centre of pier. One-storey shed with area of 40,000 sq. ft. and capacity of 4,000 tons. Loading and discharging by ship's derricks.

KINGSLEY NAVIGATION COMPANY, LTD.: (Leased from Great Northern Railway Company).

Lineal feet of berthing 600 feet. Depth at low water 30 feet. Trackage. One-storey shed with area of 60,000 sq. ft. and capacity of 6,000 tons. Loading and discharging by ship's derricks.

TERMINAL DOCK & WAREHOUSE CO. LTD.: Between Nanaimo and Clinton Streets.

Lineal feet of berthing—deep sea 1,559 feet, depth 32 feet; coastwise 208 feet, depth 14 feet; small craft 725 feet, depth 13 feet. Trackage alongside of wharf and through shed. Two-storey shed—area lower 105,000 sq. ft.; upper area 25,000 sq. ft. Total capacity of shed 13,000 tons.

CANADIAN TRANSPORT COMPANY LTD.: Foot of St. Patrick's Avenue, North Vancouver.

Lumber and general cargo piers (Japan Wharf)). Pile and timber structure. Lineal feet of berthing 850 feet. Depth at low water 30 to 50 feet. Trackage along each side of pier. Five general cargo sheds. Loading and discharging by ship's derricks.

UNION STEAMSHIP COMPANY OF B. C. LTD.: Foot of Carrall Street.

Pile and timber structure. Lineal feet of berthing 1100 feet. Depth at low water 20 feet at inner end of pier and 40 feet at outer end of pier. Trackage at south end of pier. Shed area 33,000 sq. ft., capacity 3,300 tons. Equipment for loading and discharging by ship's derricks and adjustable slips for side door loading and discharging. Pier used for B. C. coast freight and passenger service.

There are numerous other wharves serving the Oil Companies, (particulars of which are given elsewhere), the Sugar Refinery and other industries and providing accommodation for tug boats and fishing fleet, etc.

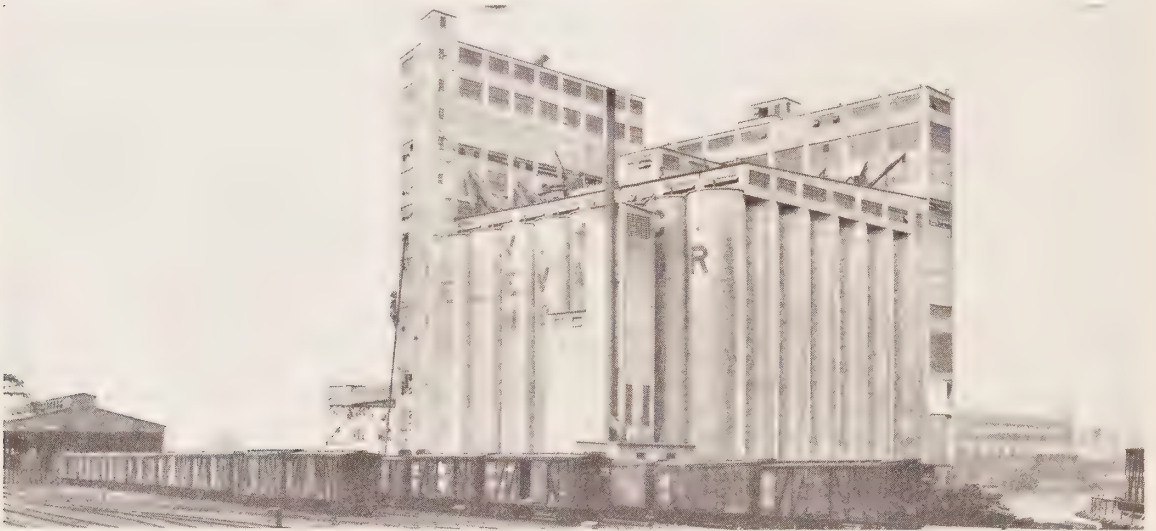


CANADIAN PACIFIC RAILWAY PIERS

Photo Canadian Airways



VANCOUVER HARBOUR COMMISSIONERS' No. 1 ELEVATOR; Capacity 4,335,000 bushels Photo L. Frank



VANCOUVER HARBOUR COMMISSIONERS' No. 2 ELEVATOR; Capacity 1,625,000 bushels Photo L. Frank



ALBERTA POOL ELEVATOR; Capacity 5,150,000 bushels

Photo L. Frank

GRAIN ELEVATORS

VANCOUVER HARBOUR COMMISSIONERS' ELEVATORS

No. 1 ELEVATOR AND ANNEX—foot of Salsbury Drive.

Storage and workhouse capacity.....	4,335,000	bushels
Receiving capacity per hour to storage	54,000	"
Loading " " " to ships	72,000	"
Drying " " "	1,500	"
Cleaning " " "	25,000	"
Sacking " " "	1,850	"

4 loading berths
 (1,715,000 bushels is leased to Pacific Terminal Elevator Co. Ltd. and operated as a public elevator.

2,620,000 bushels is leased to Vancouver Terminal Co. Ltd. and operated by them as a semi-public elevator in conjunction with their own elevator).

No. 2 ELEVATOR—foot of Heatley Ave. (Operated by the Vancouver Harbour Commissioners).

Storage and workhouse capacity.....	1,625,000	bushels
Receiving capacity per hour to storage	54,000	"
Loading " " " to ships	72,000	"
Drying " " "	1,000	"
Cleaning " " "	26,000	"
2 loading berths at the Ballantyne Pier		

No. 3 ELEVATOR—foot of Vernon Drive. (Leased to United Grain Growers Terminals Ltd.)

Storage and workhouse capacity	2,650,000	bushels
Receiving capacity per hour to storage	12,000	"
Loading " " " to ships	40,000	"
Drying " " "	1,000	"
Cleaning " " "	16,000	"

2 loading berths on the Jetty worked in conjunction with the Elevator.

PRIVATELY OWNED ELEVATORS

ALBERTA WHEAT POOL ELEVATORS, LTD.—foot of Cassiar St.

(Built on land leased from Vancouver Harbour Commissioners):

Storage and workhouse capacity.....	5,150,000	bushels
Receiving capacity per hour to storage	54,000	"
Loading " " " to ships	72,000	"
Drying " " "	1,000	"
Cleaning " " "	40,000	"
3 loading berths		

VANCOUVER TERMINAL COMPANY, LTD.—foot of Vernon Drive.

(Built on land leased from Vancouver Harbour Commissioners):

Storage and workhouse capacity	2,250,000	bushels
Receiving capacity per hour to storage	54,000	"
Loading " " " to ships	75,000	"
Drying " " "	1,500	"
Cleaning " " "	29,000	"

5 loading berths, 2 of which are also available for No. 1 Elevator and Annex.

MIDLAND PACIFIC ELEVATOR CO. LTD.—foot of St. Andrew's St., North Vancouver.

(Built on land leased from Vancouver Harbour Commissioners):

Storage and workhouse capacity	1,500,000 bushels
Receiving capacity per hour to storage	7,500 "
Loading " " " to ships	30,000 "
Drying " " "	500 "
Cleaning " " "	11,200 "
Sacking " " "	2,200 "
2 loading berths	

COLUMBIA GRAIN ELEVATOR CO. LTD.—on Wall St. between Slocan and Kaslo.

(Loading berth is on land leased from Vancouver Harbour Commissioners):

Storage and workhouse capacity	333,000 bushels
Receiving capacity per hour to storage	8,000 "
Loading " " " to ships	16,000 "
Cleaning	4,900 "
1 loading berth	

DOMESTIC STORAGE**BUCKERFIELD'S LIMITED:**

Storage capacity	400,000 bushels
Sacking capacity per hour (200 lb. sacks)	600 sacks

VANCOUVER MILLING & GRAIN CO. LTD.:

Storage capacity	225,000 bushels
Sacking capacity per hour (200 lb. sacks)	120 sacks



THE NEW FACTORY AND OFFICE BUILDING COMPLETED OCTOBER, 1933, FOR THE BARTRAM PAPER PRODUCTS CO., LTD., MANUFACTURERS OF PAPER BAGS

The products of this Company are exported to many widely removed parts of the world, particularly to Empire markets

ANCHORAGES

There are four principal anchorages containing berths numbered in order that vessels may have an exact position. The berths are one thousand feet apart which is generally sufficient when lying at single anchor.

ANCHORAGE "A":

In the north-east part of the harbour, contains fourteen berths and is mostly used for vessels when awaiting cargo.

ANCHORAGE "B":

Five berths, is south of Anchorage "A", and is only used in emergency. The holding ground is indifferent.

ANCHORAGE "C":

Three berths, used principally for Government vessels and large visiting yachts.

ANCHORAGE "D":

Three berths, used in loading logs from adjacent mills.

EXPLOSIVE ANCHORAGE:

Vessels arriving with explosives on board must proceed to Explosive Anchorage and report to the Harbour Master for instructions.

The Explosive Anchorage is in English Bay.

East Boundary—longitude	123° 10'
West " "	123° 11'
North " "	49° 17' 30"
South " "	49° 17'

Vessels requiring an anchoring berth must apply to the Harbour Master and may do so by signal from Prospect Point.

PROHIBITED ANCHORAGE:

A telephone cable has been laid across the harbour between Vancouver City and North Vancouver as charted. Mariners are warned not to anchor in the vicinity of this cable.



M.V. "SILVERWILLOW" OF THE SILVER-JAVA PACIFIC LINE; Gross Tonnage 6373
 Photo C. R. Littlebury
 Operating in the service to South Africa

COASTAL STEAMERS



S.S. "PRINCE RUPERT" OF CANADIAN NATIONAL STEAMSHIPS
Operating between Vancouver and points along the coast of British Columbia and Alaska



S.S. "CATALA"

Photo L. Frank

One of the coastal steamers of the Union Steamship Company who maintain an extensive passenger and freight schedule to points along the British Columbia coast

STATISTICS

In the preparation of the following statistics every care has been taken by the Harbour Commissioners' statistical department to make their figures as accurate as possible. The figures are not in any case approximations, but are taken direct from the ship's manifest.

NUMBER OF VESSELS AND REGISTERED TONNAGE 1926 - 1933

- (1) "Local Coastwise" includes all vessels trading in British Columbia waters only.
 (2) "Foreign Coastwise" includes all vessels trading in Puget Sound and Alaska.
 (3) "Deep Sea" includes all vessels trading outside of Cape Flattery.

	Local Coastwise		Foreign Coastwise		Deep Sea		Total	
	No. Ships	Net Tons	No. Ships	Net Tons	No. Ships	Net Tons	No. Ships	Net Tons
1926	17,148	4,268,620	1,548	1,900,942	1,071	3,698,066	19,767	9,867,628
1927	17,770	4,627,880	1,470	1,897,362	1,123	3,779,015	20,363	10,304,257
1928	19,270	4,958,498	1,470	2,109,982	1,344	4,674,091	22,084	11,742,571
1929	20,464	5,281,026	1,537	2,097,206	1,295	4,532,794	23,296	11,911,026
1930	18,894	5,694,115	1,619	2,598,294	1,157	4,313,666	21,670	12,606,075
1931	15,376	4,993,164	1,728	3,112,032	1,036	4,031,192	18,140	12,136,388
1932	13,394	4,388,184	1,464	2,192,984	1,123	4,501,734	15,981	11,082,902
1933	13,196	4,501,296	1,468	1,903,384	1,113	4,492,622	15,777	10,897,302

PASSENGER TRAFFIC—1933:

ARRIVALS

	Deep Sea	Coastwise	Total
January	231	12,243	12,474
February	233	9,980	10,213
March	521	13,064	13,585
April	679	20,512	21,191
May	822	21,586	22,408
June	822	32,948	33,770
July	815	62,526	63,341
August	1,090	68,005	69,095
September	364	34,808	35,172
October	515	19,768	20,283
November	276	14,852	15,128
December	383	18,337	18,720
TOTAL	6,751	328,629	335,380

DEPARTURES

	Deep Sea	Coastwise	Total
January	824	12,455	13,279
February	437	10,380	10,817
March	566	13,606	14,172
April	607	17,936	18,543
May	623	22,414	23,037
June	911	36,256	37,167
July	860	69,336	70,196
August	1,046	63,981	65,027
September	1,061	33,060	34,121
October	1,371	19,345	20,716
November	909	14,571	15,480
December	1,382	17,998	19,380
TOTAL	10,597	331,338	341,935

PASSENGERS HANDLED BY FERRIES (Within the Harbour Limits):

January	256,077
February	231,491
March	272,094
April	321,628
May	299,196
June	329,816
July	389,731
August	391,454
September	311,547
October	298,068
November	266,658
December	287,834
TOTAL	3,655,594

RECORD OF SHIPPING FOR 1933

DEEP SEA:

	ARRIVALS			DEPARTURES		
	No. of Vessels	Gross Tons	Net Tons	No. of Vessels	Gross Tons	Net Tons
January	100	633,212	383,761	102	651,614	396,366
February	92	613,377	381,152	94	622,512	385,378
March	100	653,338	398,430	104	680,722	415,123
April	85	607,115	373,429	79	557,946	344,243
May	89	562,966	345,355	92	588,644	361,769
June	93	610,238	370,355	92	619,580	376,752
July	78	549,451	333,471	75	541,133	326,285
August	83	560,777	343,130	86	553,659	338,299
September	90	585,454	355,604	91	603,535	368,124
October	106	695,497	428,767	105	668,282	410,311
November	100	633,723	386,892	98	635,569	389,872
December	97	641,880	392,276	97	649,871	397,290
TOTAL	1,113	7,347,028	4,492,622	1,115	7,373,067	4,509,812

FOREIGN COASTWISE:

	ARRIVALS			DEPARTURES		
	No. of Vessels	Gross Tons	Net Tons	No. of Vessels	Gross Tons	Net Tons
January	113	251,567	142,880	112	248,994	141,573
February	112	253,029	142,382	112	254,354	143,312
March	136	259,722	148,697	129	256,583	146,883
April	136	250,385	141,916	136	250,622	142,316
May	128	245,513	139,311	128	250,134	141,734
June	131	315,452	161,638	135	315,906	161,682
July	137	431,295	204,836	138	428,914	204,137
August	131	423,655	202,016	132	422,432	200,692
September	108	390,849	186,022	111	395,530	188,913
October	111	260,519	147,301	108	259,945	146,802
November	110	257,947	147,364	107	253,653	144,782
December	115	244,674	139,021	112	245,329	138,913
TOTAL	1,468	3,584,607	1,903,384	1,460	3,582,396	1,901,739

LOCAL COASTWISE:

	ARRIVALS			DEPARTURES		
	No. of Vessels	Gross Tons	Net Tons	No. of Vessels	Gross Tons	Net Tons
January	839	555,417	313,096	885	562,501	318,575
February	758	481,314	271,293	769	479,789	270,441
March	912	548,303	307,888	894	550,369	308,204
April	903	559,359	316,040	914	556,206	316,996
May	1,074	720,604	410,246	1,066	723,762	410,628
June	1,108	746,375	409,543	1,114	743,819	409,464
July	1,205	935,853	518,242	1,201	932,256	515,131
August	1,372	910,751	510,607	1,346	916,214	511,598
September	1,479	739,854	417,247	1,442	730,264	411,646
October	1,306	639,775	363,757	1,296	642,135	365,683
November	1,271	593,651	342,724	1,271	594,197	341,668
December	969	570,826	320,613	996	567,342	319,992
TOTAL	13,196	8,002,082	4,501,296	13,194	7,998,854	4,500,026

TRADE BY COUNTRIES

(Tons 1933)

	Imports	Exports		Imports	Exports
Africa, N. (except Egypt)		8	Irish Free State		434
" S.	5,850	6,648	Italy	911	23,566
" E.	791	47	Japan	48,477	448,745
" W.		1,136	Malta		1,204
Argentina	882	1,814	Mexico	3,489	406
Arctic		621	Newfoundland .....		.7
Australia	9,320	90,248	New Zealand	2,996	17,084
Belgium	4,991	152,417	Norway	128	22,609
Bolivia		3,147	Palestine		985
Brazil	800	1,997	Panama	255	3,915
Canary Islands		220	Peru	35,763	17,041
Central America	1,185	1,001	Philippine Islands	3,878	15,441
Chile	25	2,051	South America (N.O.C.)	78	1,022
China	30,297	185,782	South Sea Islands		779
Colombia	533	4,048	Spain	9,621	14
Cyprus		1	Straits Settlements	6,116	632
Denmark	74	25,760	Sweden	274	1,813
East Indies	3,894	6,742	Syria		21
Eastern Canada	24,366	24,835	United Kingdom	77,409	1,384,456
Egypt		353	U. S. A., Pacific	790,702	10,716
Finland		104	U. S. A., Atlantic	3,059	9,216
Fiji Islands	54,020	2,658	West Indies	17,511	34,966
France	573	204,016			
Germany	4,556	85,057			
Gibraltar		42	Total Deep Sea	1,158,763	2,881,015
Greece		17,498	" Foreign Coastwise....	29,819	42,706
Hawaii	215	2,452	" British Columbia	1,528,729	463,813
Holland	3,130	62,484			
India	12,594	2,756	GRAND TOTAL	2,717,311	3,387,534

NOTE: In this and other tables the letters "N.O.C." opposite any country signify "Not otherwise Classified."

TONNAGE OF IMPORTS AND EXPORTS 1926-1933

IMPORTS

	Local Coastwise	Foreign Coastwise	Deep Sea	Total
1926	3,507,212	52,461	1,122,237	4,681,910
1927	3,176,788	51,178	1,285,389	4,513,355
1928	3,501,045	30,994	1,314,127	4,846,166
1929	3,308,649	42,175	1,718,088	5,068,912
1930	2,784,825	42,600	1,527,364	4,354,789
1931	2,187,100	23,787	1,364,727	3,575,614
1932	1,571,055	19,538	1,272,172	2,862,765
1933	1,528,729	29,819	1,158,763	2,717,311

EXPORTS

	Local Coastwise	Foreign Coastwise	Deep Sea	Total
1926	598,914	64,651	2,689,947	3,353,512
1927	580,062	33,197	2,683,013	3,296,272
1928	651,483	44,047	4,358,091	5,053,621
1929	868,195	41,629	3,619,153	4,528,977
1930	789,089	20,072	2,862,889	3,672,050
1931	759,621	25,267	2,932,203	3,717,091
1932	545,922	24,063	3,793,105	4,363,090
1933	463,813	42,706	2,881,015	3,387,534

LOGS AND LUMBER, Ft. B.M.

By Months—1933

DEEPSEA		
Imports	Exports	
January	18,536,728	
February	19,487,223	
March	22,549,841	
April	15,855,597	
May	18,529,415	
June	17,645,126	
July	18,070,051	
August	21,441,210	
September	35,074,866	
October	27,940,647	
November	28,354,937	
December	21,697,034	
TOTAL.....	718,567	265,182,675

FOREIGN COASTWISE

Imports	Exports	
January	18,415	953,435
February	—	407,500
March	293,632	665,712
April	1,195,570	180,827
May	27,104	—
June	468,520	100,000
July	542,000	175,000
August	1,104,234	1,825,000
September	479,582	1,508,074
October	1,270,170	175,000
November	643,512	701,000
December	1,482,630	350,000
TOTAL.....	7,525,369	7,041,548

LOCAL COASTWISE

Imports	Exports	
January	19,706,424	1,967,422
February	24,478,363	581,153
March	21,059,215	2,396,607
April	19,497,035	1,088,726
May	38,659,104	3,013,359
June	51,342,121	2,784,192
July	41,014,623	2,589,831
August	40,977,864	2,532,519
September	37,669,067	3,850,778
October	37,580,835	3,439,672
November	51,216,967	3,328,777
December	34,861,892	2,402,244
TOTAL.....	418,063,510	29,975,280

Total Imports—426,307,446 Ft. B.M.

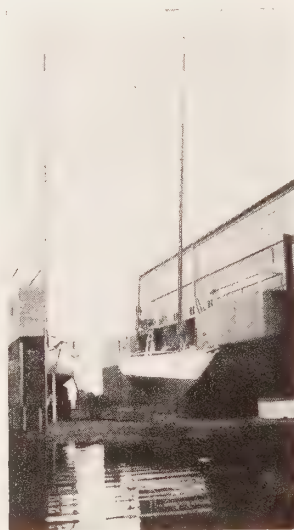
Total Exports—302,199,503 Ft. B.M.

EXPORTS OF SHINGLES, 1933

Country	Bundles
Africa, South	1,703
Eastern Canada	28,243
Fiji Islands	200
New Zealand	3,700
United Kingdom	38,145
U.S.A. — Pacific	308,859
U.S.A. — Atlantic	460,877
West Indies	21,774
TOTAL.....	863,501

EXPORTS OF DOORS, 1933

Africa, South	2,050
Belgium	725
China	2
United Kingdom	89,600
West Indies	204
TOTAL.....	92,581



FLOATING DRYDOCK OF THE BOEING AIR-CRAFT OF CANADA LIMITED

This new air dock has a capacity of 300 tons and vessels up to 30 feet beam and 140 feet in length can be handled with ease at any stage of the tide.

EXPORTS OF LUMBER—FEET B.M., 1933

Country	Lumber	Logs	Poles and Piles	Bundles	Lath	Board Feet
Africa, South	2,130,677	112,763	.....	.....	.....	.....
Australia	14,188,436	27,258,548	.....	.....	.....	.....
Arctic	500	.....	.....	.....	.....	.....
Belgium	1,424,089	.....	.....	.....	.....	.....
Bolivia	33,049	.....	.....	.....	.....	.....
Brazil	8,854	.....	.....	.....	.....	.....
Canary Islands	4,000	.....	.....	.....	.....	.....
Central America	195,314	.....	.....	.....	.....	.....
China	25,353,450	2,047,171	390,671	.....	.....	.....
Denmark	5,397	74,954	.....	.....	.....	.....
Eastern Canada	5,562,033	.....	.....	.....	.....	.....
East Indies	60,433	.....	.....	.....	.....	.....
France	562,457	.....	.....	.....	.....	.....
Fiji Islands	1,191,459	25,339	.....	.....	.....	.....
Germany	281,777	1,329,127	.....	.....	.....	.....
Holland	400,797	358,331	.....	.....	.....	.....
India	676,428	.....	.....	.....	.....	.....
Italy	364,352	.....	.....	.....	.....	.....
Irish Free State	284,193	.....	.....	.....	.....	.....
Japan	22,588,310	82,536,225	354,413	.....	.....	.....
Mexico	84,181	.....	.....	.....	.....	.....
New Zealand	965,133	.....	.....	7,705	.....	114,178
Panama	2,417,399	.....	.....	.....	.....	.....
Peru	69,182	.....	.....	.....	.....	.....
South America	319,352	.....	.....	.....	.....	.....
South Sea Islands	158,914	.....	.....	.....	.....	.....
United Kingdom	60,438,448	27,799	975	24	.....	400
U.S.A. Pacific	3,252,821	4,605,973	53,333	15,550	.....	317,380
U.S.A. Atlantic	2,366,918	.....	.....	.....	.....	.....
West Indies	7,224,598	3,692	.....	.....	.....	.....
TOTAL	152,612,951	118,379,922	799,392	23,279	.....	431,958

Lumber	152,612,951
Logs	118,379,922
Poles and Piles	799,392
Lath	431,958

TOTAL.....272,224,223 Ft. B.M.

WATERBORNE EXPORTS OF LUMBER AND LOGS, FT. B.M.

From all British Columbia Ports

Africa	18,213,254	New Zealand	1,300,332
Australia	123,732,822	South America	3,641,569
Belgium	6,140,501	South Sea Islands	2,476,670
Central America	1,447,190	United Kingdom	271,073,393
China	130,596,268	U.S.A., Atlantic	12,315,310
Eastern Canada	15,261,089	U.S.A., Pacific	1,951,627
France	10,066	West Indies	11,830,457
Germany	126,846	Unclassified	33,993
Holland	301,818		
India	916,536	TOTAL LUMBER EXPORTS	662,599,920
Italy	350,966	TOTAL LOGS	208,940,834
Japan	60,657,328	TOTAL PILES AND POLES	24,265,690
Mexico	221,885		
		Grand Total	895,806,444

EXPORTS OF GRAIN
Crop Year 1932-1933 (Bushels)

	Wheat	Oats	Rye	Barley	Total
August, 1932	3,523,396	132,500	.....	36,041	3,691,937
September	4,991,529	305,385	.....	64,042	5,360,956
October	11,199,845	151,171	.....	56,254	11,407,270
November	12,566,336	537,538	200	83,382	13,187,456
December	12,483,806	726,158	.....	207,661	13,417,625
January, 1933	10,621,864	225,376	.....	127,483	10,974,723
February	9,259,997	685,119	.....	144,296	10,089,412
March	9,132,593	441,701	.....	288,592	9,862,886
April	5,455,831	239,297	.....	52,375	5,747,503
May	4,805,501	757,387	.....	124,500	5,687,388
June	4,214,845	417,102	.....	39,239	4,671,186
July	2,470,765	231,817	.....	68,917	2,771,499
TOTAL.....	90,726,308	4,850,551	200	1,292,782	96,869,841

EXPORTS OF GRAIN
Calendar Year 1933 (Bushels)

Country	Wheat	Oats	Rye	Barley	Total
Belgium	4,596,249	175,829	.....	.....	4,772,078
Bolivia	103,227	.....	.....	.....	103,227
Central America	605	.....	.....	.....	605
Chile	68,203	.....	.....	.....	68,203
China	2,682,817	43,505	600	10,993	2,737,920
Colombia	134,890	.....	.....	.....	134,890
Denmark	882,934	9,411	.....	.....	892,345
France	6,292,456	194,822	.....	.....	6,487,278
Germany	2,662,425	.....	.....	.....	2,662,425
Greece	583,259	.....	.....	.....	583,259
Holland	1,699,107	233,213	.....	.....	1,932,320
Italy	527,612	7,058	.....	.....	534,670
Japan	4,437,355	.....	.....	.....	4,437,355
Malta	37,334	.....	.....	.....	37,334
Norway	582,399	.....	.....	.....	582,399
New Zealand	159,485	.....	.....	.....	159,485
Peru	563,122	.....	.....	.....	563,122
Philippine Islands	834	10,049	.....	.....	10,883
Sweden	50,400	.....	.....	.....	50,400
United Kingdom	37,746,701	2,940,121	.....	1,217,295	41,904,117
West Indies .....	.....	173,709	.....	.....	173,709
TOTAL.....	63,811,414	3,787,717	600	1,228,293	68,828,024

GRAIN IN BUSHEL SHIPPED THROUGH THE PORT OF VANCOUVER, B.C.

Calendar Years

	Wheat	Oats	Barley	Rye	Total
1921.....	1,225,137	25,933	.....	.....	1,251,070
1922.....	14,289,390	41,958	.....	132,535	14,463,883
1923.....	24,283,033	95,234	.....	284,750	24,663,017
1924.....	51,218,061	1,696,036	88,541	237,878	53,240,516
1925.....	34,457,526	162,198	238,611	9,857	34,868,192
1926.....	44,759,786	470,120	.....	.....	45,229,906
1927.....	43,419,592	162,218	.....	20,400	43,602,210
1928.....	96,667,350	761,610	132,756	.....	97,561,716
1929.....	73,343,937	364,403	275,774	.....	73,984,114
1930.....	63,201,685	223,453	12,174	.....	63,437,312
1931.....	68,122,549	2,567,374	66,042	85,480	70,841,445
1932.....	95,241,633	7,431,202	2,242,390	91,700	105,006,925
1933.....	63,811,414	3,787,717	1,228,293	600	68,828,024

EXPORTS OF FISH (Tons)

1933

Country	Fresh & Frozen	Salt Salmon	Salt Herring	Cured
Australia	38½	21	.....	12
Africa. South	4½	.....	.....	½
Belgium	19½	2½	.....	24½
China	37½	142½	7,322½	8
Denmark .....	.....	.....	.....	57½
East Indies	6½	.....	.....	.....
Fiji Islands .....	.....	.....	.....	4½
France	489	.....	.....	.....
Germany	43	.....	.....	654
Hawaii .....	.....	.....	.....	1
Holland	49	.....	.....	13
India	5½	.....	.....	.....
Italy	1	.....	.....	.....
Japan	½	4,226	13,857½	.....
New Zealand	½	.....	.....	½
Norway	10	.....	.....	56½
Philippine Islands	4½	.....	.....	.....
Straits Settlements	1	.....	.....	.....
Sweden .....	.....	.....	.....	70½
United Kingdom	1,457½	.....	.....	110½
U.S.A., Pacific	276	.....	.....	59½
West Indies	5	.....	.....	½
TOTAL.....	2,449	4,392	21,180	1,073

Fresh and Frozen	2,449
Salt Salmon	4,392
Salt Herring	21,180
Cured Fish	1,073

TOTAL..... 29,094 tons

EXPORTS OF FLOUR (Barrels)

1933

Country	
Belgium	2,424
Canary Islands	2,189
Central America	7,812
China	286,023
Denmark	13,229
East Indies	11,128
Egypt	524
Finland	1,069
France	9,222
Germany	1,237
Hawaii	52
India	520
Italy	68,613
Japan	213,079
New Zealand	51,409
Norway	50,145
Palestine	357
Philippine Islands	112,856
South America	469
Straits Settlements	232
Sweden	1,012
United Kingdom	262,301
West Indies	175,225
TOTAL	1,271,127

EXPORTS OF PAPER (Tons)

1933

Country	Newsprint	Kraft
Australia	3,480½	7
China	4,585½	628½
East Indies	556½	4½
Fiji Islands	72½	5
Hawaii	2,391	1
Japan	27,013	5,069½
New Zealand	299	4½
Philippine Islands	129	.....
Straits Settlements	217	10½
United Kingdom .....	.....	1
U. S. A. Pacific	48	2½
U. S. A. Atlantic	612	.....
West Indies	211½	.....
TOTAL	39,615½	5,734

EXPORTS OF CANNED MILK

1933

Country	Cases
Africa, West	50
Australia	16
China	11,830
East Indies	4,013
Egypt	8,395
Fiji Islands	74
Gibraltar	1,300
India	6,013
Japan	1,450
Malta	2,480
Mexico	100
Palestine	405
Panama	750
Philippine Islands	7,869
South Sea Islands	30
Straits Settlements	4,984
United Kingdom	17,730
U. S. A. Pacific	3,350
West Indies	510
TOTAL	71,349

EXPORTS OF PULP

1933

Country	Tons
Australia	23½
China	2,892½
East Indies	182
France	12
Holland	615½
India	179
Japan	5,534½
Mexico	276
New Zealand	135½
United Kingdom	233½
TOTAL	10,084

NOTE:—The above figures represent the quantity of Paper and Pulp handled through the Port of Vancouver only, and do not include the shipments direct from the mills adjacent to this Port. The total exports of paper and pulp from all B. C. ports amounted to 297,136 tons during 1933.

EXPORTS OF LEAD AND ZINC (Tons)

1933

Country	Lead	Zinc
Argentina	457½	1,188½
Africa, South	950½	28
Brazil	1,690	174½
Belgium	448	952½
China	3,698½	1,551½
Denmark	806½	.....
France	12	381
Germany	683	28
Holland	392	224
India .....	.....	1,055
Japan	4,413	2,213
Norway	84	.....
Sweden	17	.....
South America, N.O.C.	173½	.....
United Kingdom	3,961	594
U. S. A. Pacific .....	.....	28
TOTAL	17,786½	8,418

EXPORTS OF APPLES

1933

Country	Boxes
Australia	60
Argentina	6,614
Africa, East	50
Africa, South	3,403
Belgium	23
Brazil	3,780
China	20,427
East Indies	7,377
Fiji Islands	386
France	1
Germany	2,250
India	729
New Zealand	6,459
Norway	700
Philippine Islands	9,923
Straits Settlements	2,203
Sweden	1,515
United Kingdom	94,512
West Indies	36
TOTAL	160,439

EXPORTS OF CANNED FISH (Cases)

1933

Country	Canned Salmon	Canned Pilchards
Australia	207,644	5,148
Africa, North	225	.....
“ South	47,282	25
“ East	928	.....
“ West	1,642	.....
Belgium	30,695	.....
Bolivia	50	.....
Canary Islands	30	.....
Central America	438	.....
Chile	158	.....
China	852	.....
Colombia	110	.....
Cyprus	26	.....
Denmark	462	.....
East Indies	2,921	.....
Eastern Canada	236,475	100
Egypt	621	.....
Fiji Islands	11,456	1,529
France	247,267	.....
Germany	350	.....
Hawaii	15	.....
Holland	787	.....
Irish Free State	210	.....
Italy	8,928	.....
India	5,218	.....
Malta	50	.....
New Zealand	22,453	1,113
Panama	151	.....
Palestine	25	.....
Peru	505	.....
Philippine Islands	14,601	.....
South America, N.O.C.	4,286	20
Straits Settlements	733	.....
South Sea Islands	2,278	120
Sweden	115	.....
Syria	550	.....
United Kingdom	213,158	.....
U. S. A. Pacific	82,041	.....
U. S. A. Atlantic	1,141	.....
West Indies	14,347	1,133
TOTAL	1,161,224	9,188
Canned Salmon	1,161,224	.....
Canned Pilchards .....	.....	9,188
TOTAL Cases .....	.....	1,170,412



PAPER IN TRANSIT FROM POWELL RIVER PAPER MILLS FOR EXPORT FROM VANCOUVER Photo C. R. Littlebury



M.V. "BENGALEN" OF NETHERLAND STEAMSHIP Co. (Holland); Gross tonnage 6933 Photo C. R. Littlebury
Loading Flour and Chemical Fertilizer for the Dutch East Indies at Ballantyne Pier



M.V. "DEVON CITY" OF REARDON SMITH LINE (British); Gross tonnage 4928 Photo C. R. Littlebury
Operating between Vancouver and United Kingdom

OCEAN-GOING VESSELS SINCE 1909

Year	No. of Vessels	Net Tons	Britain	U.S.A.	Japan	Norway	France	Holland	Denmark	Jugo Slavia	Sweden	Russia	Mexico	Peru	Chile	Cyprus	Italy	China	Spain	Nicaragua	Panama	Germany	Belgium	Greece	Guatemala	Finland	Steamers	Motor Vessels	Sailing Vessels
1909	71	195,789	36	20	-	7	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	-	-	-	-	51	20	
1910	84	236,579	56	12	-	-	1	-	-	-	-	1	3	-	-	-	-	-	-	-	-	10	-	-	-	-	72	12	
1911	93	351,098	54	27	-	7	1	-	-	-	-	-	-	-	-	-	-	-	-	-	4	-	-	-	-	-	77	16	
1912	112	288,656	59	37	4	5	-	-	1	-	1	-	-	-	3	-	1	-	-	-	1	-	-	-	-	-	102	10	
1913	132	365,953	67	48	4	1	-	-	1	-	1	2	-	-	1	-	-	-	-	-	-	7	-	-	-	-	118	14	
1914 No Records Available																													
1915	237	683,538	76	115	37	2	-	-	-	-	-	5	-	1	-	-	-	-	-	-	-	-	-	-	-	-
1916	343	928,006	102	175	46	14	-	-	1	-	-	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	225	12	
1917	240	768,094	87	102	34	13	-	-	2	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	327	16	
1918	298	851,186	96	146	41	10	-	-	2	-	1	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	230	9	
(Nine Months)																													
1919	328	1,016,177	122	114	28	17	32	3	5	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	316	4	
1920	336	1,163,699	154	150	15	3	9	3	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	316	9	
1921	496	1,867,265	190	190	84	5	4	10	6	-	6	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	481	10	
1922	717	2,474,724	303	225	122	25	15	17	7	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	659	52	
1923	845	2,804,883	338	283	129	37	18	15	8	-	7	-	-	-	-	-	1	1	1	1	-	7	-	-	-	-	778	55	
1924	1009	3,404,355	422	293	123	71	19	20	21	-	11	-	2	-	2	-	4	2	2	2	5	12	-	-	-	-	924	76	
1925	916	3,175,885	376	285	147	28	19	17	11	-	12	-	-	-	-	-	3	-	1	1	1	12	1	3	-	-	790	118	
1926	1,071	3,698,066	430	283	158	63	23	21	24	-	21	-	-	-	-	-	19	-	-	-	5	18	5	1	-	-	869	197	
1927	1,123	3,779,015	445	327	155	54	25	22	25	-	24	-	-	-	-	-	23	-	-	-	3	18	-	-	-	-	880	241	
1928	1,344	4,764,091	533	352	222	69	20	23	37	-	32	-	-	-	-	-	18	1	1	-	2	35	-	-	-	-	1047	297	
1929	1,295	4,532,794	466	372	219	68	22	23	28	-	27	-	1	-	-	-	17	-	1	1	1	45	4	1	-	-	960	332	
1930	1,157	4,313,666	394	337	169	87	24	24	23	-	28	-	-	-	-	-	15	-	-	-	-	42	13	-	-	1	791	365	
1931	1,036	4,031,192	349	292	119	88	20	22	36	-	31	-	-	-	-	-	21	-	-	-	1	46	11	-	-	-	664	372	
1932	1,123	4,501,734	451	241	146	108	19	23	35	-	33	-	-	-	-	-	1	17	-	-	2	43	3	1	-	-	690	433	
1933	1,113	4,492,622	434	234	165	102	22	24	37	1	28	-	-	-	-	-	16	-	-	-	4	43	3	-	-	-	663	450	

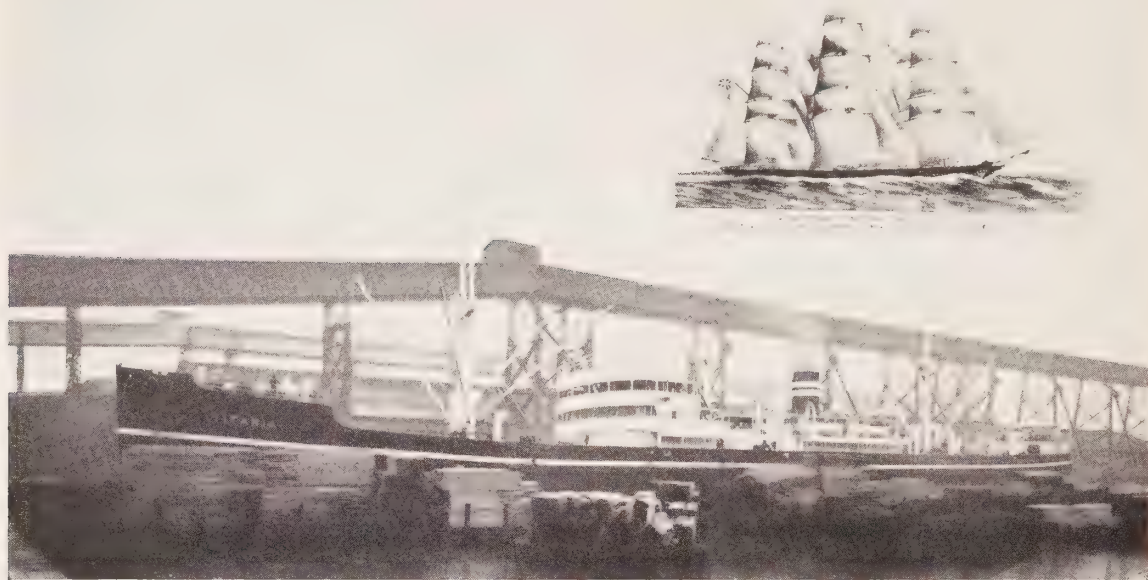


Photo L. Frank.

M.S. "TITANIA" OF WILHEMSEN LINE (Norway); Gross tonnage 4867.

Loading at Lapointe Pier lumber and general cargo, including 22,000 boxes of British Columbia apples, for the United Kingdom

INSET: The original sailing ship "TITANIA" which arrived at Vancouver July 25, 1889, the first vessel to bring general cargo London to Vancouver—and the first vessel to load canned salmon here for the United Kingdom.



V.H.C. TUGBOAT WHARF

**TABLE OF DISTANCES BETWEEN VANCOUVER AND PRINCIPAL PORTS
10 KNOTS**

Vancouver to—	Nautical Miles	Time of Voyage	Vancouver to—	Nautical Miles	Time of Voyage
Adelaide	7,753	32 days	Liverpool (p)	8,547	36
Aden	10,725	45	London (p)	8,859	36
Alexandria (s)	12,271	51	Madras	9,721	40
Antwerp (p)	8,899	37	Manila	5,969	25
Astoria	280	28 hours	Manzanillo (p)	2,300	9
Auckland	6,205	26 days	Marseilles (p)	9,143	37
Baltimore (p)	6,013	25	Mazatlan	2,160	9
Batavia	7,369	30	Montreal (p)	7,260	30
Bombay	9,536	39	Newcastle (p)	9,065	38
Bordeaux (p)	8,724	36	New Orleans (p)	5,497	22
Boston (p)	6,290	26	New York	6,089	25
Bremen (p)	9,148	37	Panama	4,077	16
Brisbane	6,440	26	Philadelphia	6,055	25
Bristol (p)	8,624	35	Port Said (p)	10,353	43
Buenos Aires (m)	8,336	34	Port Said (s)	12,124	50
Calcutta	8,639	35	Portland	380	38 hours
Callao	4,991	21	Quebec (p)	7,125	29 days
Cape Town (p)	10,527	43	Rangoon	8,167	33
Cape Town, via Colombo	11,017	46	Rio (p)	8,345	34
Colombo	8,586	35	Rotterdam (p)	8,911	37
Copenhagen (p)	9,326	38	Salina Cruz	2,950	12
Galveston (p)	5,617	23	San Francisco	820	3.5
Gibraltar (p)	8,453	35	San Pedro	1,180	4.5
Glasgow (p)	8,742	36	Seattle	125	12.5 hrs.
Halifax (p)	6,455	26	Shanghai	5,230	21 days
Hamburg (p)	9,166	37	Singapore	7,089	29
Havana (p)	3,014	20	Swansea (p)	8,586	35
Havre (p)	8,720	36	Sydney	6,848	28
Hongkong	5,800	24	Valparaiso	5,938	25
Honolulu	2,409	10	Vladivostok	5,200	21
Karachi	10,199	42	Yokohama	4,280	17
Kingston, Jamaica	4,777	20			

(p) via Panama Canal

(s) via Suez Canal

(m) via Magellan

The Distance from Vancouver to Cape Flattery is 144 nautical miles, and the open sea is not reached until Cape Flattery is passed.





LABELLING SALMON AT
BALLANTYNE PIER.

SALMON STORAGE
WAREHOUSE,
BALLANTYNE PIER.



LOADING CANNED SALMON
AT BALLANTYNE PIER,
FOR EXPORT TO EUROPE.

FOREIGN CONSULS

ARGENTINA.....	Vice Consul.....	F. W. Bernard.....	1435 Pendrell St.
BELGIUM.....	Consul General.....	J. Van Rickstal.....	470 Granville St.
	Consul.....	L. Ladner.....	470 Granville St.
BOLIVIA.....	Consul.....	C. Johnson.....	Marine Building
BRAZIL.....	Vice Consul.....	A. P. Watkins.....	410 Seymour St.
CHILE & COLOMBIA.....	Consul.....	H. J. Morris.....	550 Beatty St.
CHINA.....	Acting Consul.....	Kienyeh Wu.....	510 Hastings St.
COSTA RICA.....	Consul.....	F. G. T. Lucas.....	Marine Building
DENMARK.....	Consul.....	L. L. Jessen.....	809 Birks Building
ECUADOR.....	Vice Consul.....	R. D. Williams.....	Marine Building
FINLAND.....	Consul.....	G. W. Tornroos.....	551 Howe St.
FRANCE.....	Consul.....	Paul Suzor.....	850 W. Hastings St.
GUATEMALA.....	Consul.....	H. E. Hacking.....	325 Howe St.
ITALY.....	Acting Vice Consul.....	P. Colbertaldo.....	501 Main St.
JAPAN.....	Consul.....	Ko Ishii.....	525 Seymour St.
	Vice Consul.....	M. Nonomura.....	525 Seymour St.
LATVIA.....	Consul.....	W. Savage.....	744 W. Hastings St.
MEXICO.....	Consul.....	R. Cantu Lara.....	850 W. Hastings St.
NETHERLANDS.....	Consul.....	M. A. Van Roggen.....	525 Seymour St.
NORWAY.....	Consul.....	C. B. Stahlschmidt.....	429 Pender St. W.
	Vice Consul.....	C. J. Bjorke.....	425 Carrall St.
PANAMA.....	Consul.....	E. Johnson.....	1176 Granville St.
PARAGUAY.....	Consul.....	H. W. Colgan.....	510 W. Hastings St.
PERU.....	Consul.....	Luna de la Punte.....	850 W. Hastings St.
SALVADOR.....	Consul.....	Hugh Dalton.....	402 West Pender St.
SIAM.....	Consul General.....	W. J. M. Watson-Armstrong.....	402 West Pender St.
SPAIN.....	Vice Consul.....	P. F. Bernard.....	1435 Pendrell St.
SWEDEN.....	Consul.....	A. Stahl.....	1925 Georgia St.
SWITZERLAND.....	Consul.....	E. Baeschlin.....	402 West Pender St.
UNITED STATES.....	Consul General.....	J. K. Davis.....	Marine Building
	Consul.....	H. N. Cookingham.....	Marine Building
	Consul.....	H. T. Goodier.....	Marine Building
	Consul.....	C. M. Ravndal.....	Marine Building
	Consul.....	W. M. Walsh.....	Marine Building
	Vice Consul.....	N. P. Meeks.....	Marine Building
	Vice Consul.....	A. C. Owen.....	Marine Building
URUGUAY.....	Vice Consul.....	C. E. Disher.....	402 West Pender St.
VENEZUELA.....	Consul.....	H. F. Harrison.....	Marine Building

CUSTOMS BROKERS

Alcock, K. J. & Co.	744 West Hastings Street	McLeod's Limited	325 Howe Street
Arkley, J. M.	801 West Hastings Street	McCreery, Joseph	413 Granville Street
Crickmay & Bermingham....	1031 West Pender Street	Milne & Craighead	844 West Hastings Street
Davidson & Wright Ltd.....	325 Howe Street	Nelson & Whalen	844 West Hastings Street
Dennison & Raines	425 Howe Street	Rintoul, A. E.	834 West Pender Street
Hunter & Davison	744 West Hastings Street	Thomson, Stewart	325 Howe Street
Leith & Dyke Ltd.	325 Howe Street	Turnbull Bros. Ltd.	325 Howe Street



AERIAL VIEW OF GRANVILLE ISLAND, AND FALSE CREEK AREA

SHIPS' PROTECTION CLUBS

	Representatives
American Steamship Owners Mutual Protection and Indemnity Association	Griffin, Montgomery & Smith 602 West Hastings Street
Assurance Foreningen Skuld of Oslo and Copenhagen.....	—do—
Assurance Foreningen Gard of Norway.....	—do—
Balfour, Kessler Agencies Inc., of San Francisco.....	—do—
British Steamship Owners Association.....	—do—
Danish Shipowners' Defence Assoc., Copenhagen.....	—do—
Mercantile Marine Service Association.....	—do—
Newcastle Protection & Indemnity Association.....	—do—
Navigators' & General Insurance Co. Ltd., London.....	—do—
Pacific Marine Insurance Agency of San Francisco.....	—do—
Pacific Coast Protection and Indemnity Pool.....	—do—
Shipowners' Claims Bureau Inc., of New York.....	—do—
Standard Steamship Owners' Protection and Indemnity Association Ltd.	—do—
Standard Shipowners' Mutual Freight, Demurrage and Defence Association of London	—do—
Sunderland Steamship Protecting & Indemnity Association of London	—do—
Swedish Shipowners' Defence Association of Stockholm.....	—do—
United Kingdom Mutual Steamship Assurance Association.....	—do—
United Kingdom Freight, Demurrage and Defence Association of Newcastle-upon-Tyne	—do—
German Shipowners' Protection Association.....	C. Gardner Johnson Co. Ltd. 989 West Hastings Street
West of England Protection and Indemnity Association.....	—do—
Northern Shipowners' Association of Oslo, Norway.....	—do—
Imperial Merchant Service Guild.....	Davis, Pugh, Davis, Hossie, Ralston & Lett, 626 West Pender Street
Navigators and General Insurance Co. Ltd.....	J. G. A. Hutcheson, 626 West Pender Street
North of England Protection & Indemnity Association.....	Lawson & Clark, 510 West Hastings Street

MARINE SURVEYORS

The Port Warden—appointed by the Minister of Marine—is the official surveyor of ships and their cargoes. Below are the names and addresses of Marine Surveyors in the City:

British Corporation Register of Shipping and Aircraft, 355 Burrard Street. W. A. Wallace, Surveyor.

Lloyd's Register of Shipping, 355 Burrard Street. A Scott, Surveyor.

Board of Marine Underwriters of San Francisco, 350 West Hastings St. Capt. F. L. Clarke, Surveyor; Capt. A. B. Watson, Surveyor.

Salvage Association of London, 355 Burrard Street. T. C. Warkman, Surveyor.

Bureau Veritas, 355 Burrard Street. John Lockhart, Surveyor.

John Gould, 423 Hamilton Street.

Wm. N. Kelly, 837 W. Hastings St.

REGULAR STEAMSHIP LINES OPERATING FROM VANCOUVER

TO EUROPE:

Line	Flag	Ports of Discharge	Service	Vancouver Agents
Blue Star Line	Br.	U.K. and Continental Ports	Twice Monthly	American Mail Line.
Ben Line Steamers Ltd.	Br.	U.K. and Continental Ports	Monthly	Anglo-Canadian Shipping Co.
Canadian Transport Co.	Chart.	United Kingdom	Occasional	Canadian Transport Co.
Cascade Line	Nor.	U.K., Rotterdam, Antwerp.	Twice Monthly	Anglo-Canadian Shipping Co.
Cie. Gle. Transatlantique	Fr.	Bordeaux, Havre, Antwerp, Dunkirk	Every 2 weeks	Empire Shipping Co. Ltd.
Compagnie Maritime Belge	Belg.	U.K. and Continental Ports	Monthly	Harvey Shipping Co.
Donaldson Line	Br.	London, Liverpool, Glasgow	Every 2 weeks	Balfour Guthrie & Co. (Can.) Ltd.
East Asiatic Line	Dan.	Hamburg, Hull, Newcastle, Copenhagen	Every 2 weeks	B. L. Johnson Walton & Co. Ltd.
Fruit Express Line	Nor.	London, Havre, Hamburg, Rotterdam	Every 3 weeks	B. W. Greer & Son, Ltd.
Furness Line	Br.	London, Liverpool, Manchester, Glasgow	Every 2 weeks	Furness (Pacific) Ltd.
Hamburg-American Line	Ger.	Cristobal, Hamburg, Bremen, Antwerp, Rotterdam	Every 2 weeks	Dingwall Cotts & Co.
Harrison	Br.	London, Liverpool	Monthly	B. W. Greer & Son, Ltd.
Inter-Ocean	U.S.	Havre, Antwerp, Rotterdam	Twice Monthly	Canada Shipping Co. Ltd.
Royal Mail Line	Br.	Liverpool, Southampton, London, Rotterdam	Twice Monthly	Royal Mail Lines Ltd.
Holland America Line	Dutch	Liverpool, Southampton, London, Rotterdam	Twice Monthly	Royal Mail Lines Ltd.
Isthmian Line	U.S.	United Kingdom	Every 3 weeks	B. W. Greer & Son Ltd.
Johnson Line	Swed.	United Kingdom and Scandinavian Ports	Monthly	C. Gardner Johnson Ltd.
Klaveness Line	Nor.	Shanghai, Hongkong, Singapore, Dutch East Indies	Monthly	Balfour Guthrie & Co.
Navigazione Libera Triestina	Ital.	Spanish, French and Italian Ports	Every 2 weeks	Empire Shipping Co.
North German Lloyd	Ger.	Hamburg, Bremen, Antwerp	Every 2 weeks	Dodwell & Co. Ltd.
Fred Olsen Line	Nor.	London and Scandinavian Ports	Every 2 weeks	Anglo-Canadian Shipping Co.
Reardon Smith Line	Br.	United Kingdom	Every 2 weeks	Reardon Smith Line (Can.) Ltd.

TO ORIENT:

American Mail Line	U.S.	Japan & China Ports & Philippines	Monthly	American Mail Line.
Blue Funnel Line	Br.	Japan & China Ports	Monthly	Dodwell & Co. Ltd.
British Canadian Steamship Line	Br.	North China Ports	Monthly	Ocean Shipping Co. Ltd.
Canadian Pacific Steamships Ltd.	Br.	Honolulu, Japan & China Ports & Philippines	Every 3 weeks	Canadian Pacific Steamships Ltd.
Mitsui	Japan	Japan Ports	Frequent	Canada Shipping Co.
Mitsubishi	Japan	Japan Ports	Occasional	C. Gardner Johnson Ltd.
Nippon Yusen Kaisha	Japan	Japan & China Ports	Every 2 weeks	B. W. Greer & Son Ltd.
United Ocean Transport	Japan	Japan & China Ports	Every 2 weeks	Empire Shipping Co. Ltd.
Silver-Java-Pacific Line	Dutch	Philippines, Dutch E. Indies, Straits Settlements, India and transhipment to Western Australia	Monthly	Dingwall Cotts & Co.
Tacoma Oriental Steamship Co.	U.S.	Japan, China & Philippine Ports	Twice Monthly	American Mail Line.
Yamashita Kisen Kaisha	Japan	Japan & China Ports	Frequent	Yamashita Shipping Co.

TO AUSTRALIA, NEW ZEALAND, HAWAII, FIJI:

Line	Flag	Ports of Discharge	Service	Vancouver Agents
Australian Despatch Line	Chart.	Principal Australian Ports.	Monthly	B. C. Shipping Agencies Ltd.
Canadian Australasian Line	Br.	Honolulu, Suva, Auckland, Sydney.	Monthly	Can. Australasian Line Ltd.
Canadian Pacific Steamships Ltd.	Br.	Honolulu	Every 3 weeks	Canadian Pacific Steamships Ltd.
Dominion Commonwealth Line	Chart.	Principal Australian Ports.	Monthly	Pacific Freighters Ltd.
Oceanic & Oriental Navig. Co.	U.S.	Australian and New Zealand Ports.	Monthly	Dingwall Cotts & Co.
Transatlantic SS. Co. Ltd.	Swed.	Australian and New Zealand Ports.	Monthly	Empire Shipping Co. Ltd.
Union SS. Co. of New Zealand	Br.	Australian and New Zealand Ports.	Monthly	Can. Australasian Line Ltd.

TO ATLANTIC COAST OF UNITED STATES AND CANADA:

Argonaut Line	U.S.	United States Ports	Monthly	B. W. Greer & Son. Ltd.
Isthmian Line	U.S.	United States Ports	Every 10 days	B. W. Greer & Son. Ltd.
McCormick Intercoastal	U.S.	United States Ports	Every 2 weeks	Kingsley Navigation Co. Ltd.
Nelson Steamship Co.	U.S.	United States Ports.	Occasional	Canadian Shipping Co. Ltd.
Vancouver-St. Lawrence	Br.	Canadian Ports	Monthly	Canadian Transport Co. Ltd.

TO CENTRAL and SOUTH AMERICA and WEST INDIES:

W. R. Grace & Co	U.S.	Peruvian and Chilean Ports.	Monthly	C. Gardner Johnson Ltd.
Gulf Pacific Line	U.S.	Puerto Colombia, Kingston, Mexico & U.S. Gulf Ports.	Monthly	Dingwall Cotts & Co.
Knutsen Line	Nor.	Colombia, Ecuador, Peru, Chili Ports.	Monthly	Balfour Guthrie & Co. (Can.) Ltd
Latin America Line.	Nor.	West Coast, Central and South America.	Occasional	B. C. Shipping Agencies Ltd.
Pacific Argentine & Brazil	U.S.	South American Ports.	Every 3 weeks	Kingsley Navigation Co. Ltd.
Vancouver-West Indies	Chart.	Port of Spain, Bridgetown, Kingston	Monthly	Canadian Transport Co. Ltd.
Westfal-Larson Co.	Nor.	South American Ports	Monthly	Empire Shipping Co. Ltd.

TO CALIFORNIA:

Admiral Line (Pacific SS. Co.)	U.S.	San Francisco, Los Angeles, San Diego	Weekly	Pacific Steamship Co.
Kingsley Navigation Co. Ltd.	Br.	San Francisco, Los Angeles.	Every 10 days	Kingsley Navigation Co. Ltd.
Imperial Oil Limited	U.S.	California Ports (Oil tankers)	Weekly	B. L. Johnson, Walton & Co. Ltd.
Union Oil Co. of California	U.S.	California Ports (Oil tankers)	Weekly	C. Gardner Johnson Ltd.

TO SOUTH AFRICA:

Silver-Java-Pacific	Dutch.	Main ports South & East Africa, Colombo.	Monthly	Dingwall Cotts & Co.
South African Despatch	Chart.	British India	Every 4-6 weeks	B. C. Shipping Agencies Ltd.
		Main ports South Africa		

FOREIGN and LOCAL COASTWISE:

Border Line Trans. Co. Ltd.	U.S.	Puget Sound Ports.		Dodwell & Co.
Border Line Navigation Co.	Br.	B. C. Coast Points.		Dodwell & Co.
Bervin Steamship Co.	Br.	B. C. Coast Points		Bervin SS. Co.
Canadian Pacific SS. Co.	Br.	Puget Sound and B. C. Coast Points		Canadian Pacific SS. Co. Ltd.
Canadian National Steamships	Br.	B. C. Coast Points		Canadian National Steamships
Coast Steamship Co. (1922) Ltd.	Br.	Puget Sound and B. C. Coast Points		Coast SS. (1922) Ltd.
Northland Transportation Co.	U.S.	Alaska (fish only)		None
Union Steamship Co. of B. C. Ltd.	Br.	B. C. Coast Points		Union SS. Co. of B. C. Ltd.
Vancouver Barge Trans. Ltd.	Br.	B. C. Coast Points		Vancouver Barge Trans. Ltd.
F. Waterhouse Co. Ltd.	Br.	Puget Sound and B. C. Coast Points		F. Waterhouse Co. Ltd.

VANCOUVER HARBOUR COMMISSIONERS, VANCOUVER, B.C.
STATEMENT OF INCOME AND EXPENDITURE
 For the Year Ended 31st December, 1933

INCOME ON REVENUE ACCOUNT		EXPENDITURE ON REVENUE ACCOUNT	
Items	Totals	Items	Totals
Piers and Wharves—		Piers and Wharves— Operation and maintenance:	
Ballantyne Pier	\$218,207.96	Ballantyne Pier	\$171,695.83
Lapointe Pier and No. 1 Jetty	93,743.82	Lapointe Pier and No. 1 Jetty	87,963.41
Fish Wharf	38,462.83	Fish Wharf	24,582.53
	\$350,414.61		\$284,241.77
Terminal Railway	160,125.64	Terminal Railway	149,368.58
Elevator No. 2	90,927.17	Elevator No. 2	18,607.02
Elevator No. 3 and Jetty	98,611.78	Elevator No. 3 and Jetty	10,454.05
Granville Island—Rentals, etc	43,571.43	Granville Island— Operation and Main-	
Harbour Dues	115,286.54	ance	11,982.13
Cargo Rates	401,680.54	(The above figures do not in-	
Water Lot Rentals	35,669.48	clude interest, sinking fund, or	
Rentals	203,629.42	depreciations on Capital Assets).	
Miscellaneous Revenue	19,895.10	Miscellaneous Expenses, including ad-	
Interest	24,687.31	ministration, engineering, advertis-	
		ing, and general harbour expense....	157,769.28
Total Income on Revenue Account	\$1,544,499.02		
RECEIPTS ON CAPITAL ACCOUNT		Total Operation, Maintenance, etc.	
Dominion Government Advances on loan, covering		Interest on Debentures for the year 1933	\$ 632,422.83
which Debentures have been issued to the		Interest on Bank Loans— Moodyville Property	1,080,163.48
Government of the Dominion of Canada under		Fire Boat— Operating expense	9,986.45
"The Vancouver Harbour Advances Act,"		Barge Traffic— Cost of maintaining connection	31,988.66
1929	\$ 978,298.68	with North Shore while Second Narrows	
Advances to be Applied for— Debentures to be		Bridge closed owing to accidents	32,603.85
issued when advances received:			
Balance at 31st December, 1932	\$421,766.89	Expenditure on Revenue Account	\$1,787,165.27
Balance at 31st December, 1933	330,403.14	EXPENDITURE ON CAPITAL ACCOUNT	
		Ballantyne Pier— Plans for Cold Storage Plant	\$ 574.13
		Lapointe Pier Extension— Foundation Fill and	
		Crib Work	424,458.01
		Grain Elevator System — Construction, etc.—	
		Storage Addition	6,941.91
		Terminal Railway— Storage Yard Extension	106,038.19
		Vegetable Oil Storage Tanks— Dunlevy Avenue	48,922.69
		Advances — Reconstruction of Second Narrows	
		Bridge	238,823.33
			\$ 825,758.26
		— DEDUCT —	
		Real Estate— Discount on Moodyville Property.....	15,000.00
Grand Total Receipts, Year 1933	\$2,670,257.28	Total Expenditure on Capital Account	810,758.26
		Grand Total Expenditure, Year 1933	\$2,597,923.53

BALANCE AT 31st DECEMBER, 1933:

Outstanding Account Receivable, etc.	\$ 236,809.54
Advances Due from Ottawa on authorized expenditure to date.	330,403.14
Burrard Inlet Tunnel & Bridge Company	100,000.00
Development Work	370,421.26
Floating Equipment	95,256.33
Sundry Buildings and Property	57,588.91
Operating Equipment	135,744.26
Materials and Supplies	29,217.65
Investments	328,693.00
Sinking Fund Assets	1,704,881.60
Cash in Bank and on Hand	216,929.17

Total Balance 31st December, 1933.	\$ 3,605,944.86
Total Balance 31st December, 1932.	4,328,416.41
Difference in Balance to Deduct	722,471.55

\$ 1,875,451.98

Verified:
WILSON & WILSON,
Auditors.

BALANCE AT 31st DECEMBER, 1933:

Outstanding Accounts, etc.	\$ 232,416.97
Bank Loans—Moodyville Property	600,000.00
Interest Due on Debentures to 31st December, 1933	444,740.98
Reserve to Date for Depreciations and Renewals	834,455.24
Sinking Fund Reserve at 31st December, 1932	2,236,132.68
— ADD —	78,993.48
Interest from Investments	57,569.70

Total Outstanding at 31st December, 1933.	\$ 4,347,745.87
Total Outstanding at 31st December, 1932	4,290,176.17

— DEDUCT —	
First Mortgage Three Year Notes given as partial consideration for purchase of Moodyville Property, redeemed and deposited with banks, as collateral security for loans	852,375.00
Balance to Deduct	794,805.30

\$ 1,875,451.98

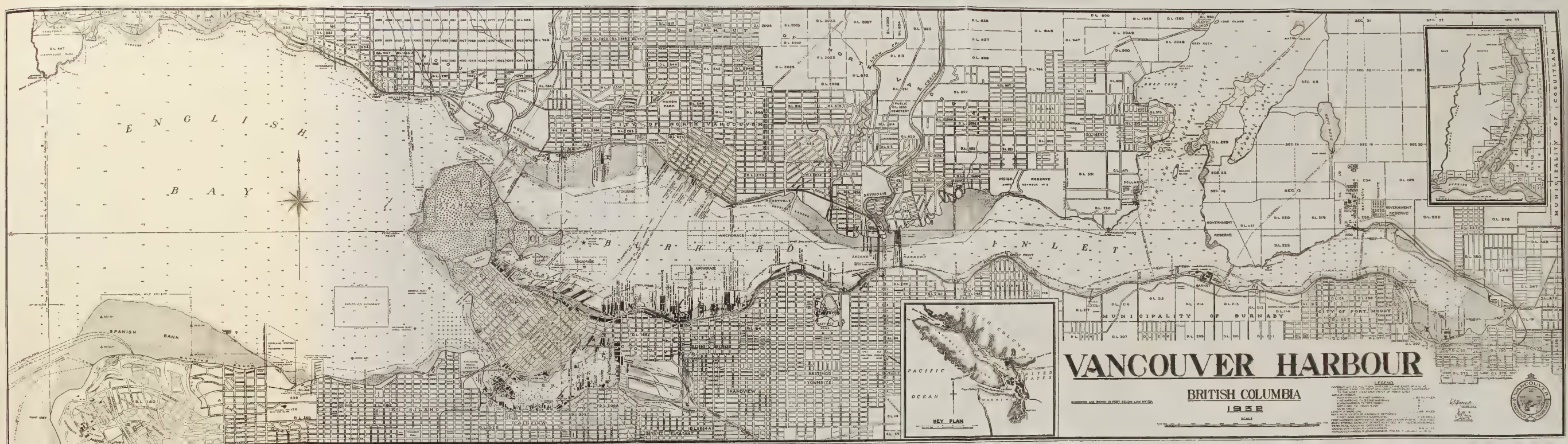
Certified:
C. L. WHITE,
Comptroller.

Certified:
W. J. ENWRIGHT,
Secretary.

Vancouver, B.C.
7th February, 1934.

INDEX

	Page
History	5
The Harbour	7
Port Facilities	11
The Year's Activities	15
Second Narrows Bridge	15
Report of Harbour Master	21
Report of General Superintendent	23
Report of Chief Engineer	25
North Vancouver	29
Greater Vancouver Water District Pressure Tunnel	31
Visitors to the Port	32
Industrial Sites	36
Yachting	36
Constitution of Commission	37
Harbour Limits	38
Signal Station and Wireless	38
Vessels Entering the Harbour	39
Wharfage	39
Customs Requirements	40
Charges for Harbour Service and Port Facilities.....	40
Including Pilotage, Gear Hire, Fuel, Light, Water, Fumigation, Sick Mariners' Fees, Port Warden's Inspection, etc.	
Harbour Dues	43
Cargo Rates	43
Handling Ships Lines	44
Stevedoring	44
Air Transportation	45
Freight Car Ferry Service	45
Railway Transportation	46
Oil Facilities of the Port	46
Drydock and Ship Repairing Plants	47
Piers and Wharves	47
Grain Elevators	51
Anchorage	53
Statistics	55
Table of Distances	67
Foreign Consuls	69
Customs Brokers	69
Ships' Protection Clubs	71
Marine Surveyors	71
Regular Steamship Lines	72
Statement of Income and Expenditure 1933	74
Map of Harbour.	





1
193
56

PORT OF VANCOUVER



BRITISH COLUMBIA
1934





PORT *of* VANCOUVER

British Columbia

CANADA'S
WESTERN
GATEWAY



1934

ADMINISTRATION BUILDING:
FOOT DUNLEVY AVENUE

24-hour Telephone Service
TRINITY 4171

VANCOUVER HARBOUR COMMISSION PERSONNEL



PRESIDENT:

LIEUT.-COL. R. W. BROCK

(Appointed December 12th, 1934, assumed office January 1st, 1935)

COMMISSIONERS:

JAS. B. THOMSON

R. D. WILLIAMS

OFFICIALS:

W. J. ENWRIGHT

Secretary

K. J. BURNS

General Superintendent

A. H. REED

Commander R.D.,R.N.R.
Harbour Master

H. W. FRITH, M.E.I.C.

Chief Engineer

C. L. WHITE

Comptroller



Vancouver Harbour Commissioners
Vancouver, B. C.

March 31st, 1935.

To The Hon. Alfred Duranleau, K.C., P.C.
Minister of Marine,
Ottawa, Canada.

Sir:

In compliance with the requirements of Section 36 of "The Vancouver Harbour Commissioners Act", a Report of Operations for the calendar year 1934 is herewith respectfully submitted.

We have the honour to be,

Sir,

Your obedient servants,

R. W. BROCK, President.

JAS. B. THOMSON, Commissioner.

R. D. WILLIAMS, Commissioner.



CAPTAIN GEORGE VANCOUVER MEETS SENOR DON D. GALLANO OF SPAIN OFF POINT GREY

THE EMPIRE BUILDERS

AFTER having discovered and named Burrard Inlet and explored the Mainland Coast of the Gulf of Georgia as far as Jervis Inlet, Captain George Vancouver, in company with Lieutenant Peter Puget, was returning in an open boat to rejoin his command aboard H.M.S. Discovery and H.M.S. Chatham, at anchor in Birch Bay, when on June 22, 1792, he saw two vessels off Point Grey.

“On a nearer approach,” Captain Vancouver wrote later, “it was discovered that they were a brig and a schooner, wearing the colors of Spanish vessels of war, which I conceived were most probably employed in pursuits similar to our own; and this on my arrival on board, was confirmed. These vessels proved to be a detachment from the commission of Senor Malaspina, who was himself employed in the Phillipine Islands; Senor Malaspina had, the preceding year, visited the coast; and these vessels, his Catholic Majesty’s brig the Sutil, under command of Senor Don D. Galiano, with the schooner Mexicana, commanded by Senor Don C. Valdes, both captains of frigates in the Spanish navy, had sailed from Acapulco on the 8th of March, in order to prosecute discoveries on this coast. Senor Galiano, who spoke a little English, informed me that they had arrived at Nootka on the 11th of April, from whence they had sailed on the 5th of this month, in order to complete the examination of this inlet (The Gulf of Georgia) which had, in the preceding year, been partly surveyed by some Spanish officers, whose chart they produced.”

The artist has portrayed this historic meeting on the deck of the Sutil, which was only of forty-five tons burden, mounting two brass guns.





PT. ATKINSON LIGHTHOUSE, AT THE ENTRANCE TO VANCOUVER HARBOUR.
ONE OF THE FIRST BEACONS TO SHIPS AT SEA.

IN PRESENTING their Annual Report for the year 1934, the Vancouver Harbour Commissioners take this opportunity of recording their appreciation of the support and co-operation of the Minister of Marine, the Hon. Alfred Duranleau, K.C., and his Assistant Deputy Minister, the Supervisor of Harbour Commissions, and other officers of the Department at Ottawa, whose guidance and valuable assistance have enabled them to solve the many problems with which they were confronted throughout the year.

ON DECEMBER 31st, 1934, Mr. S. McClay, who had served the Board as a Commissioner from its inception in 1913 until 1922, and as President from 1930 to 1934, found it necessary to resign that he might give more attention to his other interests, and retired from the Board. His retirement was marked by presentations from his fellow Commissioners and the staff, coupled with expressions of esteem and goodwill from those who served with him. Mr. McClay's resignation was accepted on December 12th to take effect on December 31st, 1934, and Lieut.-Col. R. W. Brock, M.A., LL.D., F.G.S., F.R.S.C., was appointed President, his duties to commence January 1st, 1935.

ANNUAL REPORT

VANCOUVER HARBOUR COMMISSIONERS

1934

THE YEAR 1934 was one of definite, unmistakable progress in the Port of Vancouver.

A record for deepsea tonnage was established.

In 1934 Vancouver shipped more logs and lumber than in any previous year since 1929.

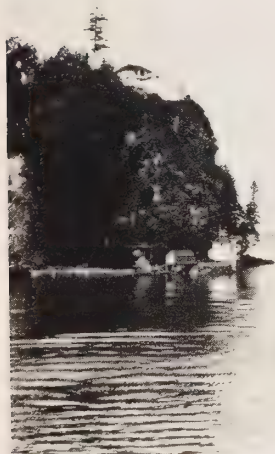
While these were the salient achievements, underlying them, and striking through the whole fabric of Vancouver's marine activity, a steady, purposeful advance manifested itself throughout the year. Substantial increases were reflected in the export of paper and pulp, lumber, shingles, logs, piling, concentrates, apples, doors, fish meal, and fish oil. Unfortunately, with the western grain crop less than in the previous year, smaller exports of this commodity left the port.

Underlying much of this trade stimulation was the effect of the British Empire trade agreements. In addition to a notable increase between Vancouver and the British Isles, 1934 witnessed a growing exchange of goods with Australia and

South Africa. The development of trade with the latter, following upon the institution of the Silver Java Line, has been creative of new markets for British Columbia apples, manufactured doors, logs and lumber, etc.

The experience of 1934 has proven the fundamental soundness of the Port's marine business. The great surge of products from the western provinces of Canada, seeking their outlet, has transformed Vancouver from a mediocre Pacific port into one of world perspective. The rise of her shipping has been rapid, compelling, dynamic. Vancouver has become Canada's third city, her second seaport, and the western outlet for her rapidly increasing commerce.

With trade lines reaching in all directions, the Port of Vancouver is today the hub of a great trade wheel. Distributing point for the great Canadian West, this Pacific harbour has become a pivotal force in Empire trade, and is the dominant port of the Pacific Northwest.



PROSPECT POINT
SIGNAL STATION



Photo L. 1
VIEW OF VANCOUVER HARBOUR LOOKING EAST, WITH CANADIAN PACIFIC RAILWAY PIERS B, C, AND D IN THE FOREGROUND

HISTORY

ALTHOUGH the Port of Vancouver has a romantic history, dating back to the year 1792 when Captain George Vancouver, R.N., explored its harbour, the real development of the Port and City turned on two epochal happenings of the past fifty years. First, the completion of the transcontinental line of the Canadian Pacific Railway in 1886. Second, the construction of the Panama Canal, completed in 1914.

The first event really marked the birth of Vancouver. An isolated, straggling outpost of practically no economic significance, Vancouver suddenly acquired the fountainhead of a great seaport—a prolifically rich hinterland, accessible by railway, endowed with an abundance of products for which the world avidly awaited.

There followed one of the most remarkable examples of rapid civic growth in modern history. By 1913, less than thirty years later, Vancouver had become a thriving seaport, acquiring unto itself a population of over 100,000. It was in this year, meeting the growing urgency for central port responsibility, that the Federal Government at Ottawa created The Vancouver Harbour Commission. The year following, engineers were completing the severance of two continents at Panama, which was to prove the second great event in Vancouver's history.

Already an important force in Pacific trade, the Port now became definitely the centre of a great, world-spanning network of trade lines, more intensively international than ever. Direct water connection with the continents of Asia, Europe and Africa, and the Eastern seaboard of the United States and Canada, gave Vancouver added power and worked a great transformation on the Port. Today, over 52% of deepsea vessels leaving Vancouver pass through the Panama Canal.

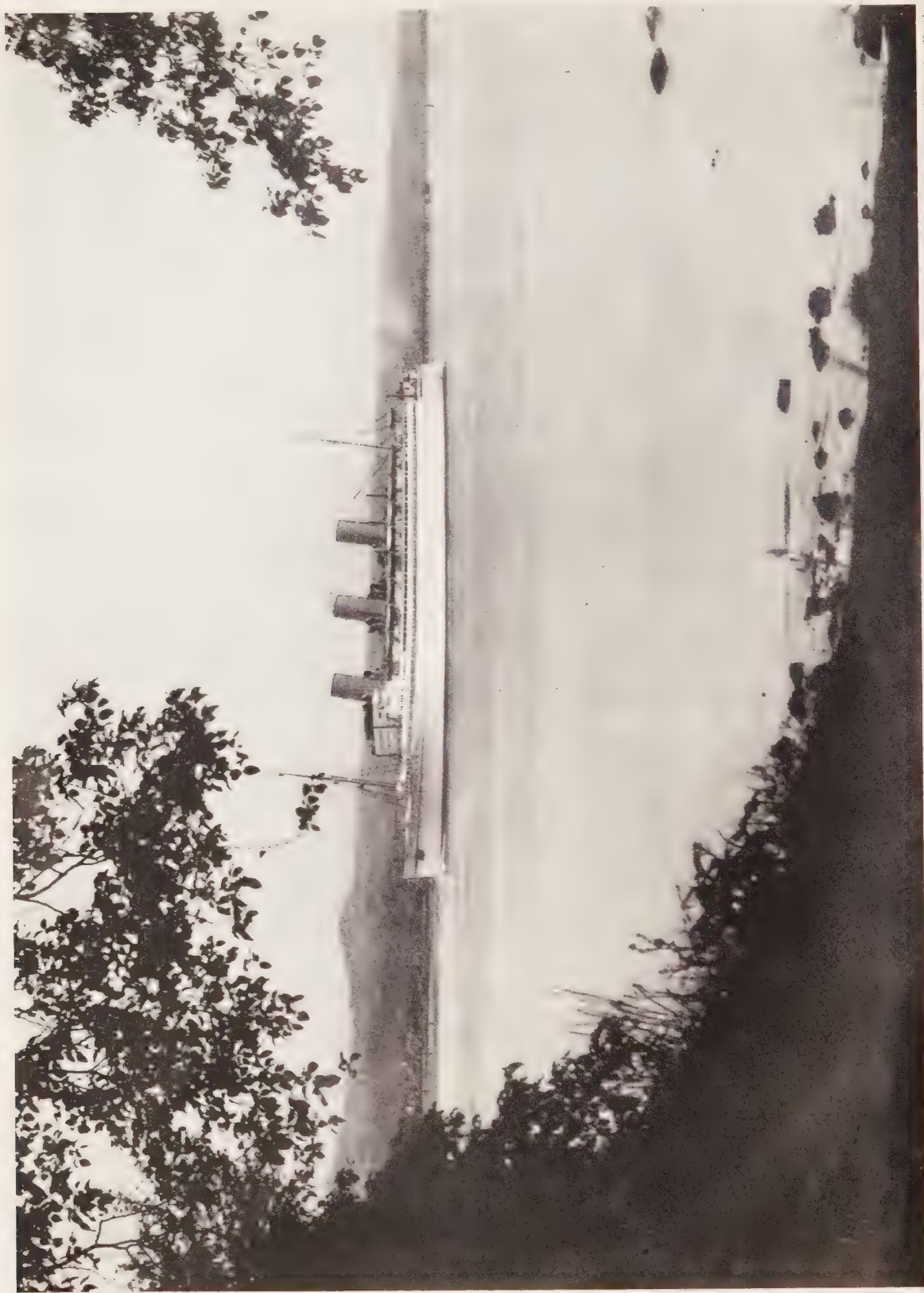
The population of Greater Vancouver has increased to 300,000, while shipping has multiplied proportionately. The establishment of facilities to handle the grain has given Vancouver the premier position among North American grain harbours. This has been accomplished in the past twenty years. Port development and necessary facilities have been kept up to meet requirements of the increased business.

In the field of manufacturing British Columbia has advanced from a position of small importance to third place among the provinces of Canada, and Vancouver, through the port, has given able assistance to manufacturers, particularly in the export of their products.

Vancouver is an ideal place of residence. The climate is temperate and free from extremes of heat or cold.

Recognized as the educational centre of the Province, the City of Vancouver has a splendid school system, and is the home of the University of British Columbia, with an enrolment of over 1600. There are sixty-six public schools with an attendance of 39,000 pupils, including elementary and high schools, technical and commercial schools.

A city of unrivalled recreational facilities, Vancouver has ninety-two public parks and playgrounds—including Stanley Park which contains over 1,000 acres—the majority of which reflect the natural condition of British Columbia forests. There are also approximately seven miles of splendid bathing beaches. Grouse Mountain, at an elevation of 4,000 feet, where all winter sports can be enjoyed, can be reached by automobile in an hour from the city. In and around Vancouver are three public and six private golf courses.



THE CANADIAN PACIFIC LINER "EMPERESS OF JAPAN" LEAVING VANCOUVER HARBOUR THROUGH THE FIRST NARROWS.
Photo L. Frutik

THE HARBOUR

THE HARBOUR of Vancouver is one of the largest natural harbours in the world, and being almost land-locked and undisturbed by wind is therefore safe at all times to even the smallest craft. Safe anchorage is available for vessels loading cargo in the stream. The total area of the harbour is 48.78 square miles, with a total shore line of 98 miles.

Overlooking the entrance to the harbour are twin mountain peaks closely resembling couchant lions and it is from this fact that the entrance is known as the "Lions' Gate". From the sea, vessels enter English Bay and proceed through the First Narrows, a channel sufficiently wide and deep to accommodate the largest vessels afloat, into the sheltered central part of the harbour, known as Burrard Inlet.

The harbour is divided into several sections. The outer harbour lying west of the First Narrows is known as English Bay. The central section of the harbour, extending from First to Second Narrows, has approximately ten miles of shore line and is two and one-quarter miles wide between north and south shores. From the Second Narrows the harbour extends east to Port Moody, a distance of eight and one-half miles, while the North Arm of Burrard Inlet extends a further eleven and one-half miles northerly. The False Creek section of the harbour is entered from English Bay.

Along the north and south shores of the central part of the harbour the great majority of the industrial activities of the Port are concentrated. Here are up-to-date railway and ocean docking terminals, grain elevators, lumber mills, cold storage and refrigerating establishments, sugar refinery, abattoir and meat packing plants, drydocks, shipbuilding and repair plants, iron foundries and plants for the manufacture of marine engines, cans, paper products and many other commodities. On the north shore in this section one of the oil refineries has its plant.

In the eastern section of the harbour are located oil refineries and storage plants, chemical works, lumber mills, etc.

In the False Creek area there are still more lumber and shingle mills, box factories, sash and door factories, cooperages, flour mills, railway shops, structural steel and engineering works as well as plants for the manufacturing of coal gas. On Granville Island, the industrial area in False Creek developed by the Vancouver Harbour Commissioners, forty different plants carry on a wide range of industrial activity, including the manufacturing of wire rope, nails, metal piping, logging machinery and supplies, paving materials, as well as plants handling builders' supplies, coal, etc.

The Port of Vancouver lies in the natural path of the world's international commerce and is often-times referred to as "Canada's Gateway to the Pacific". Each year thousands of vessels enter and clear from the Port carrying the commodities of many countries. Vancouver is now Canada's third city and its second seaport, and being open to navigation for the entire year has the distinction of being the greatest winter-shipping grain port in the world.

Vancouver is rapidly gaining in importance as a trans-shipping centre for commodities which find their way here either by rail or through the Panama Canal, destined to the Orient and vice versa. The Port is also a distributing centre for merchandise brought by water through the Canal and consigned to prairie points. Since the opening of the Canal, affording direct connection by steamer to all parts of the world, the business of the Port has continued to expand, until to-day the Port is connected by steamship lines on regular schedule to forty-seven different countries.

STEAMSHIP CONNECTIONS:

Fifty-five deepsea steamship lines make Vancouver a regular port of call. There are 21 deepsea steamship lines to the United Kingdom and Continental ports, a further 30 lines to the Orient, Australia, United States Atlantic ports, South America, South Africa, West Indies, etc., in addition to two steamship lines to California ports and 13 steamship lines operating coastwise locally. Ferry services are maintained between north and south shores of the harbour.

RAILWAY TRANSPORTATION:

In addition to the two all-Canadian transcontinental railway lines, the Canadian National Railways and the Canadian Pacific Railway Company, the Port is served by the Great Northern Railway of the United States, and through traffic agreements with these three railroads the Northern Pacific Railway, the Southern Pacific Railway, the Chicago, Milwaukee, St. Paul & Pacific Railway Co. of the United States handle both freight and passenger services to and from Vancouver. The Pacific Great Eastern Railway operates to points in the interior of the Province of British Columbia, while the British Columbia Electric Railway Company Limited serves the Port locally as well as the Fraser Valley. The Vancouver Harbour Commissioners' Terminal Railway provides waterfront properties connection with the transcontinental railroads.

AIR TRANSPORTATION:

Elsewhere in this report details are given of the air services operating out of the Port.

PORT FACILITIES

THE FACILITIES at the Port of Vancouver for the prompt and economical handling of inbound and outbound cargoes compare with the best on the Pacific Coast. Along the waterfront are terminals which combine docking, warehousing and distributing facilities. Piers and wharves are of the most modern fireproof construction and provide ample transit shed room. There is a total of 1,666,964 square feet of shed area on the principal piers in the harbour. Pier B-C of the Canadian Pacific Railway Company, and Ballantyne Pier owned by the Vancouver Harbour Commissioners, the two largest piers in the harbour, are equipped with the latest mechanical devices to expedite handling of freight, and there are cranes in the harbour capable of handling lifts up to 100 tons.

GRAIN ELEVATORS:

There are seven grain elevators along the waterfront having nineteen grain loading deepsea berths. The elevators have a total storage capacity of 17,843,000 bushels, exclusive of domestic storage for 625,000 bushels, and are equipped with up-to-date cleaning, grading and drying facilities. At the Alberta Pool Elevator mechanical car unloaders, by an ingenious arrangement of lifting devices, empty grain cars at the rate of 21 cars per hour.

OIL STORAGE:

At Lapointe Pier there are eight Fish Oil tanks capable of storing 171,112 Imperial gallons. Last year the Harbour Commissioners constructed a new oil dock with seven storage tanks having a capacity of 300,000 gallons for handling vegetable, wood and nut oils, etc., equipped with two electrically driven rotary pumps, each with a pumping capacity of 25,000 gallons per hour to storage tanks or into tank cars.

FISH DOCK:

The Vancouver Harbour Commissioners' Fish Dock, one of the most modern on the coast, provides adequate water arrangements, smoke houses, ice-making equipment, freezing and holding rooms. The stalls are all leased to firms engaged in the wholesaling and exporting of fresh and cured fish and are well lighted and ventilated, and have each from 20 to 40 feet frontage on a 20 foot dock, facing on a deep-water basin. The dock is equipped with six all-metal electric cranes for unloading. In addition to the Fish Dock there is a mooring float 700 feet long. There are two modern canneries at the dock.

SIGNAL STATION:

The Harbour Commissioners also maintain a Signal Station at Prospect Point where a continuous lookout is kept by signal men of ex-naval rating, whose duty it is to report to the office of the Harbour Master every vessel that passes in and out, to keep watch for signals from incoming vessels, and to convey to such vessels signals transmitted to the Signal Station over the telephone by ships' agents or others.

FIREBOAT:

The Harbour Commissioners maintain a harbour patrol service as well as a modern fireboat for the protection of all waterfront properties. This vessel is kept under steam, ready for immediate service at any point of the harbour. The vessel is 94'1" long and 17'4" beam, has a speed of 12 miles per hour and is capable of throwing four powerful streams of water; in addition eight hose lines can be attached.

TERMINAL RAILWAY:

The Vancouver Harbour Commissioners' Terminal Railway operates 22.4 miles of track on the north and south shores, and in addition operates over 12.733 miles of track under agreement with other railways. The Terminal Railway has trackage for 2031 cars.

SHIP REPAIRS:

The Port is well provided with floating drydocks, marine railways, and ship repairing plants to handle repairs to vessels of all sizes and types. The floating dock on the North Shore is capable of lifting vessels up to 20,000 tons. Salvage vessels, fully equipped and ready to leave port fully manned on short notice, are maintained by private interests.

BUNKERING AND WATER:

Ample facilities are provided to furnish both coal and fuel oil, and water is available at all the piers and wharves.

BOOMING GROUND:

The Harbour Commissioners operate a booming ground on the North Shore just west of Lynn Creek, in charge of an experienced boom-man who receives booms, issues receipts and finally releases logs on order from the Harbour Master. The work-boat "Brockton" assists the caretaker of the ground in yarding-in and replacing booms. There is a total capacity of upwards of 3,000 sections of logs in the entire ground.



**FIRST AID ROOM,
BALLANTYNE PIER —**
A completely equipped
station under constant
supervision of a qualified
First Aid attendant.

B RITISH COLUMBIA'S lumber industry is the source of much shipping activity in the Port of Vancouver as it responds to a growing overseas demand. The blow of the woodsman's axe upon the giant Douglas fir, shown at the right, is the first operation in its journey to world markets. Below, loaded on flat-car for Eastern shipment, is British Columbia timber in the finished state.



THE YEAR'S ACTIVITIES

NOTWITHSTANDING a drop in grain exports, the total cargo tonnage passing in and out of the Port of Vancouver during the year 1934 increased over the previous year. Substantial gains were recorded in the export of practically all commodities, particularly lumber and forest products, while imports were increased materially over recent years.

The reconstruction and re-opening of the Second Narrows Bridge, undertaken by the Harbour Commissioners, were successfully completed during 1934. The absence of vehicular communication between the north and south shores of Vancouver meant a serious disruption of the city's internal commerce, and was a condition that had long become intolerable. With bridge communication restored in August of last year, traffic is again normal. Resumption of railway traffic over the bridge makes for greater economy in operation of the Vancouver Harbour Commissioners' Terminal Railway and eliminates the expense of operating a car barge transfer.

IMPROVEMENT TO PORT FACILITIES

EXTENSION TO COMMISSIONERS' WATERFRONT ROADWAY:

In the month of April, the Harbour Commissioners commenced a programme of major work on their waterfront roadway, for the most part doubling its width and adding to its length by means of a fill. By the end of the year, 3650 feet of roadway, between Victoria Drive and Kamloops Street, had been widened from 45 feet to 90 feet, and 2000 feet of new road, 45 feet wide, extending from Kamloops Street to Kalso Street, had been added.

SECOND NARROWS BRIDGE:

The re-opening of the Second Narrows Bridge, with the installation of a new vertical lift span to the north of the original position, and the conversion of the old bascule span into a fixed span, was completed in April, 1934. The bridge was opened for roadway traffic on June 18th, and for railway traffic on August 2nd.



LAPOINTE PIER

Photo L. Frank

S.S. "INDIA" of Danish East Asiatic Line alongside, loading for United Kingdom and Continental ports.



SS. "HAKUTATSU-MARU", at Lapointe Pier, with cargo of lumber and logs for the Orient, under agency of Empire Shipping Company. Photo L. Frank



SS. "WYOMING" of the French Line; Gross tonnage 9000. Operating between Vancouver and Continental Ports of Havre, Dunkirk, Antwerp and Rotterdam.



S.S. "PACIFIC PIONEER" of the Furness Line, leaving First Narrows. This ship is specially equipped with the most modern methods of refrigeration to carry British Columbia fruits to world destinations. Photo Gordon Photos

TONNAGE

A total of 16,970 vessels of all classes with a net tonnage of 11,488,452 tons, and representing flags of thirteen different countries, entered the Port during the year 1934. For 1933 the figures were 15,777 vessels, net tonnage 10,897,302.

PASSENGER TRAFFIC

Disembarking from deepsea vessels were 8,951 passengers and from coastwise steamers 388,723, making a total of 397,674, an increase of 62,294 over 1933.

Passengers handled by ferries plying within the harbour limits numbered 3,520,714, as against a total of 3,655,594 in the previous year.

IMPORTS

The total waterborne imports for 1934 amounted to 3,056,068 tons, as compared with 2,717,311 tons for 1933.

EXPORTS

The total waterborne exports for 1934 amounted to 3,203,513 tons as against 3,387,534 tons for 1933.

GRAIN:

Exports of grain for the calendar year of 1934 totalled 51,757,614 bushels, as against 68,828,024 bushels for 1933.

FLOUR:

A total of 973,605 barrels of flour were exported during the year 1934, as against 1,271,127 barrels for 1933.

LUMBER AND LOGS:

Increases were recorded in the exports of lumber, logs and piling. The total exports of lumber, logs, poles, piles and lath from the Port of Vancouver for the year 1934 were 405,480,184 feet B.M., as compared with 272,224,223 feet B.M. for 1933, showing an increase of 133,255,961 feet, or 48% increase, and were exported to thirty-seven different countries. Exports of lumber to the United Kingdom show an increase of 45,003,156 feet or 74% over last year.

LATH:

Bundles of lath exported in 1934 were 17,451, against a total of 23,279 bundles for 1933.

SHINGLES:

The quantity of shingles exported during 1934 amounted to 913,490 bundles, an increase of 49,989 bundles over that recorded in 1933.

DOORS:

A total of 176,657 doors were exported to nine different countries, the major portion being to the United Kingdom.



A BUSY SCENE AT THE BALLANTYNE PIER, June 28th, 1934, showing four ocean-going freighters flanking its sides simultaneously. They are the "King James", Vancouver-St. Lawrence Line, the "Tarakan", Silver-Java Pacific Line, "Tantalus," Blue Funnel Line and the "Brandanger", Empire Shipping Company Limited.



LOADING SALMON CASES FOR B.C. CANNERIES ON THE UNION SS. CATALA, at the Ballantyne Pier.

Photo L. Frank.

PAPER AND PULP:

Although large consignments of newsprint, kraft and pulp are shipped direct from the paper and pulp mills on the Coast adjacent to Vancouver, shipments through this Port in 1934 amounted to 79,396 tons, as against 55,433 tons for 1933, an increase of 23,963 tons over 1933.

The total tonnage from all British Columbia ports, including Vancouver, was 345,059 tons.

BOX SHOOKS:

Exports of box shooks totalled 1391 tons, against 3,222 tons for 1933.

LEAD, ZINC AND CONCENTRATES:

Exports of lead, zinc and concentrates totalled 59,081 tons, as against 38,277 tons for 1933.

SCRAP METAL:

The amount of scrap metal shipped through the Port shows a decrease in 1934 over the figures for the previous year, being 20,984 tons as against 26,766 in 1933.

CANNED FISH:

A total of 1,038,173 cases of canned salmon and canned pilchards were exported, as against 1,170,412 cases for 1933.

FISH:

Exports of fish—fresh, frozen and cured—reached the total of 24,814 tons in the past year, as against 29,094 tons in the previous year. The major portion of the fresh and frozen fish went to the United Kingdom and to the Continent of Europe, while China and Japan took all the salt salmon and herring.

APPLES:

A total of 171,033 boxes of apples were exported during 1934, compared with 160,439 boxes for 1933. Of this number 118,901 boxes were exported to the United Kingdom, and the remainder were divided amongst fourteen other countries.



Photo L. Frank.

DRUMMING FISH OIL FROM COMMISSIONERS' TANKS, LAPOINTE PIER—For Export to Europe.



SS. HAVEL, of North German Lloyd Line, loading 200,000 gallons of fish oil at the Vancouver Harbour Commissioners' tanks, foot of Dunlevy Avenue, on October 4, 1934. Photo L. Frank



SCENE ON THE UNION STEAMSHIP WHARF on July 9th, 1934, when three boats carried 3100 passengers to the annual picnic of the Vancouver & District Waterfront Workers' Association, held at Bowen Island. Photo L. Frank

HARBOUR MASTER'S REPORT

1934

DURING the year the services to ships have been maintained and many difficulties overcome. In spite of the necessity to observe the strictest economy the amount of work actually undertaken shows an increase, although little change in equipment has taken place. The fireboat, previously named "Orion" has had her name changed to "Pluvius". This was done in order to allow the Orient Steam Navigation Company to name their new 22,000 ton mail steamer "Orion", a name in keeping with the Company's nomenclature. Twenty-one fire calls have been responded to, most of them of minor importance; on two occasions service was rendered which probably prevented a very serious condition. On July 21st the coal in bunkers of the SS. "Helmspey" became on fire, the "Pluvius" responded to the call and supplied hoses and performed useful work, being in service at the "Helmspey" for 16 hours, 20 minutes. On October 21st during a gale the Shell Oil scow broke her moorings and there was a danger of fire or explosion from an electric cable that was on fire. Salvage work was performed in this case. In addition to twenty-one "fire calls" the fireboat responded to twenty-six false alarms and in all cases was promptly on the scene.

On May 29th the new lift span of the Second Narrows Bridge was placed in position. This was a delicate operation but was most successfully carried out. Since the bridge has been re-opened for traffic it has required much organization to get traffic passing through or under the bridge to realise the vital importance for a very strict observance of the by-laws provided. These by-laws are based on nothing more than the requirements of the International Regulations for the prevention of collision at sea. An important aid to masters of vessels is the establishment of a framed board containing Notices to Mariners, situated at Customs Office, where vessels are entered and cleared. Further information regarding Notices, the supply of Tide Tables and matters relating to the harbour can be obtained in the Harbour Master's office. The usefulness of Prospect Point Signal Station has been well maintained, over 60,000 vessels of all classes having been recorded as passing through The Narrows, and in addition there passed through 25,000 tugs with tows. Telephone messages received and replied to are at the rate of over fifteen per hour throughout the day, making a total of over 120,000 telephone calls in a year.

The work boat "Broekton" has been exceptionally heavily employed, in addition to routine work of patrolling, in securing information and giving attention to Aids to Navigation and work at the Booming Ground. The following goods have been recovered to the owners:—9 rowboats and canoes, 5 lost booms of logs, 89 logs and boomsticks, 1 power boat, 2 scows and 1 shingle bolt crib. The following were disposed of as a menace to navigation:—118 old logs and deadheads, 14 rafts and floats, 57 piles, 43 trees, 2 dolphins and 3 derelicts.

A. H. REED,
Harbour Master.



OKANAGAN APPLES ENJOYED AN ACTIVE EXPORT SEASON in 1934, particularly to Empire markets. Depicted above are typical orchard and packing-plant scenes, while inset (above) is an interesting group showing, left to right, Mr. J. R. Colyer, Director of Fruit & Produce Exchange of Great Britain; Jas. B. Thomson, Commissioner of the Port of Vancouver, B.C.; Geo. Webb, Director of the British Fruit & Produce Exchange; K. J. Burns, General Superintendent, Vancouver Harbour Commissioners, and T. A. Duthie, of Duthie & Co., Portland, Oregon.

REPORT OF GENERAL SUPERINTENDENT 1934

I WISH to report that the movement of cargo in and out of the port, with the exception of bulk grain, shows an improvement over the year 1933, particularly Canadian products such as paper and pulp, lumber, shingles, logs, piling, concentrates, apples, doors, fish meal and fish oil. At this time there is a more optimistic feeling than there was during 1933.

So far as our piers are concerned the tonnage handled has been satisfactory, and better than in the past several years. This has been made possible by the fact that the Commissioners' piers have been kept in first-class operating condition, enabling them to maintain efficient service.

As conditions improve, I feel consideration should be given to the question of equipping the port with a modern floating crane. Thought should also be given to placing pilers in both Ballantyne and Lapointe Piers.

The three hundred foot extension to the Lapointe Pier has justified the expenditure, as it now permits two ships to be loaded at each side of the pier simultaneously, and has enabled the assembling of scrap metal and lumber within reach of ships' slings, as well as assisted in the drumming of fish oil from the tanks. A large portion of the fish oil exported from Lapointe Pier has been in drums which have been filled from the Commissioners' tanks.

Shipments of fresh fruits and vegetables from California, as well as bananas from Central America and other ports, are moving by direct water service. This highly perishable class of cargo receives special attention and despatch at the Vancouver piers.

Grain shipments for the calendar year are below those of 1933, due to conditions which are well known. A fluctuation in ocean rates to the United Kingdom is shown for 1934, averaging from 11/- low to 20/6 high per ton of 2,240 pounds. Considerably more grain has been handled this crop year through the No. 2 Elevator than in 1933. A heavy tonnage of bulk corn from Africa and the Argentine, has entered the Port.

There has, however, been a decrease in shipments of flour to the United Kingdom and Continent, due to trade conditions, and as a large tonnage of export flour moved in that direction in 1933, it has affected our 1934 tonnage of this commodity.

There has been a heavy movement of scrap metal to the Orient.

The movement of forest products, particularly to the United Kingdom and Australia, has been most gratifying.

The mining activity in British Columbia during 1934 benefitted the local shipping interests considerably, due to the increase in the movement of both freight and passenger traffic to and from the mining areas.

Intercoastal business has shown a definite increase over last year and the steamers in the service of the Vancouver-St. Lawrence Line have been well patronized.

A definite increase is shown this year in the loading of logs and lumber at the Booming Grounds and in the stream. The handling of these shipments through this port creates a considerable revenue in many ways.

The recent adjustment of waterfront workers' wages, and the probability of other wage increases taking place shortly, has brought before the waterfront interests in Vancouver, the question as to the necessity of adjusting terminal charges in the Port. The same situation, but much more acute, is facing the Ports on the Pacific Coast of the United States. A number of discussions were held between the various operators during 1934, to consider the matter. However, no decision was arrived at as it was felt any action in this connection should be withheld for the time being in view of the situation at American Pacific Northwest Ports.

The re-opening of the Second Narrows Bridge in August of this year has enabled us to lessen operating costs and make a better showing for the Terminal Railway; expenses are less than during the period when traffic to and from the North Shore was being handled by car barge, while the traffic from the North Shore shows a considerable increase over 1933. The bulk of this business consists of lumber, shingles and creosoted materials.

Splendid co-operation has been given us by the various steamship and railway companies, also shippers and consignees, and we in turn have made every effort to deal with our mutual problems, in order to give all possible assistance.

I feel I should comment on the loyalty and support received from the staff under the Operating Department, and also the co-operation and help at all times received from the various other departments under the Commissioners.

I give below figures in connection with the Ballantyne Pier, Lapointe Pier, the Terminal Railway, and the Fish Dock, showing the activities of these facilities during 1934.

SUMMARY OF TRAFFIC OVER BALLANTYNE PIER, 1934

Inward:

Total number of deepsea ships	139
" " " coastwise ships	351
Total cargo handled (Tons)	133,423
Fish oil (Dunlevy Ave. tanks) (Gals.)	335,000

Outward:

Total number of deepsea ships	175
" " " coastwise ships	176
Total general cargo handled (Tons)	97,806
Fish oil (ex Dunlevy Ave. tanks) (Gals.)	335,000
Lumber and Logs (Ft. B.M.)	32,365,762
Shingles (Bundles)	13,017
Bulk Wheat (Bushels)	597,772

During 1934, 1,097,544 cases of canned salmon were received over Ballantyne Pier, as compared with 1,021,321 cases in 1933, an increase of 76,223 cases.

Due to the fact that no vegetable oil was handled through the Port for tank storage during 1934, a portion of the vegetable oil tanks at the foot of Dunlevy Avenue were used for the storage of fish oil to the extent of 335,000 U.S. gallons, which has assisted in the movement of this business through the Port.

SUMMARY OF TRAFFIC OVER LAPOINTE PIER, 1934**Inward:**

Total number of deepsea ships	19
“ “ “ coastwise ships.....	168
Total cargo handled (Tons)	28,357

Outward:

Total number of deepsea ships	380
Total cargo handled:	
General (Tons)	52,604
Lumber and Logs (Ft. B.M.)	81,005,000
Bulk grain (Bushels)	16,145,830
Fish oil (Gals.)	550,037

The following is of interest in connection with movement of cargo over Lapointe Pier in 1934:

Fish meal	best since 1930
Fish oil	” ” 1931
General Cargo	
inward and outward	” ” 1930
Lumber and Logs	” ” 1927

V. H. C. TERMINAL RAILWAY, 1934

Total number of cars handled, 55,897.

FROM January 1st to July 31st ear barge operated between Vancouver and North Vancouver, and made 238 round trips. After that date service by barge was discontinued and the service via the Second Narrows Bridge resumed.

From August 1st to December 31st, the number of loaded cars handled to and from North Vancouver totalled 2,776, and a total of 118 round trips were made.

The total number of cars of grain handled to Elevators on the Commissioners' tracks in 1934, was 16,104.

A satisfactory decrease in the cost per car movement is noted, as compared with 1933.

The motive power units of the Terminal Railway has been kept in excellent condition, and this has been confirmed by the insurance companies in connection with their regular inspection of this equipment.

The falling off in bulk grain movements in the early part of 1934 affected the tonnage moved by the Terminal Railway. Since August 1st, 1934, the car movement of grain has been better than over the same period in 1933.

A total of 500 cars was switched from the Great Northern Dock in 1934 under a switching agreement with that Company.

V. H. C. FISH DOCK, 1934

All mechanical equipment on the dock has been efficiently maintained, which has assisted in making a showing for 1934 which is a decided improvement over any previous year since its establishment. For instance, the ice sales amounted to 5,888½ tons, an increase over 1933 of 1,409½ tons, and the fishing boats making daily berthings and landings totalled 23,131, or an increase of 5,120 over 1933.

The two canneries located on the Fish Dock were both operating during 1934. Taking an average number of salmon to each case of canned salmon, this would mean that approximately 500,000 fish were packed at the canneries this season.

It is also interesting to note that 39,000 pounds of fish were given to charity during 1934, by tenants and fishermen at the Fish Dock. This fish was held in storage by the Commissioners free of charge, and released for use as required.

During 1934 a market for smoked fish prepared at the Fish Dock was established in Australia and New Zealand, and shipments are now going forward monthly.

Respectfully submitted,

K. J. BURNS.

General Superintendent

INDUSTRIAL SITES

Vancouver offers exceptional advantages for the establishment of industrial enterprise. A fast-growing international seaport, tapping unlimited raw materials of land, sea, forest and mine, with cheap, abundant water and electric power, and a climate ideally suited for the purpose, Vancouver predisposes conditions to successful and permanent industry. By water Vancouver can reach the markets of every nation. As a manufacturing centre for Western Canada, the City has already shown remarkable growth. Industries establishing themselves early in Vancouver's development will not only secure the choicest sites, but will have the opportunity of building solidly into the growth of Western Canada.

The Harbour Commissioners have available for leasing, at most favourable rentals, many sites around the harbour admirably suited for the needs of almost any industry, large or small, freely accessible to complementary workshops, railways, etc. Information may be obtained from the Secretary, Vancouver Harbour Commissioners.



Photo L. Frank.

VIEW OF V. H. C. FISH DOCK AND MOORING FLOAT in the foreground
Centre—Ship discharging sugar from Fiji at B. C. Sugar Refinery Wharf. Vessels loading grain at No. 3 Elevator in background.

REPORT OF THE CHIEF ENGINEER

1934

EXTENSION TO COMMISSIONERS' WATERFRONT ROADWAY

IN the month of April, work was commenced on the widening of that section of the Waterfront Roadway, (Commissioner Street) from Victoria Drive to Nanaimo Street by increasing same from 40 feet to 90 feet in width.

From Nanaimo Street to Kaslo Street, the fill was continued 45 feet in width. The gravel for this road fill was obtained by dredging from the North Shore, at the Second Narrows west of the Bridge. The material, so dredged, was placed on scows and handled into place by means of floating clam-shell equipment.

Due to water inaccessibility in many places, a large quantity of the material was handled by trucks. In deep water, dump scows were used extensively.

The slopes on the waterside of the fill have been faced with heavy rock to protect the gravel fill from erosion by high tides and winds, etc. When this fill is finally settled, it is proposed to extend the concrete roadway from Nanaimo Street to Kaslo Street, in order to give vehicular access to wharves and future industries in this area.

The top of the fill is graded to an elevation of approximately 106.00, this being the average to which wharves and piers on Burrard Inlet are constructed.

It is proposed, at a later date, to construct the Commissioners' Terminal Railway through this section from Victoria Drive to Kaslo Street, to connect with the wharves and industries located on the waterfront.

SECOND NARROWS BRIDGE RE-CONSTRUCTION

The re-construction of the Second Narrows Bridge was carried on during the year 1934. The work comprised the demolition of one pier, and the construction of two new piers. This part of the work was commenced August 15th, 1933, and completed April, 1934. The original bascule span was converted into a fixed span, and a new vertical lift-span was installed north of the original position of the old bascule span.

The new lift-span has a width of opening, two hundred seventy-two feet between piers, and a vertical clearance, at high water, of one hundred forty feet. The work on the structural steel was commenced February 15th, 1934, and completed May 30th.

Messrs. Monsarrat & Pratley, Consulting Engineers of Montreal, were responsible for the design and supervision of the substructure and new lift-span.

The foundation work and piers were built by the Foundation Company of Canada, Limited, and the superstructure and the new lift-span were built by the Dominion Bridge Company, Limited.

The original trestle approaches on the North and South shores, both railway and roadway, were constructed of untreated timber, and it was found, upon inspection of same, that dry rot and general deterioration was well advanced. A complete replacement with creosoted lumber was decided upon.

The demolition of the trestle approaches was commenced on April 3rd, and the entire replacement was completed by July 18th. This work was carried out under contract, and supervised by the Commissioners' Chief Engineer.

The painting of the old portions of the bridge, and the steel bridge over Lynn Creek, was commenced later in the year. About 85 per cent. of this work is finished, and the remainder will be completed in the Spring.

The Bridge was opened for roadway traffic on June 18th, and for railway traffic on August 2nd. The first boat to pass through the new span was the "Nanaimolife", on June 18th, 1934.

GENERAL MAINTENANCE

TERMINAL RAILWAY:

During the year, a very considerable number of tie replacements were necessary, on both South Shore and North Shore Section. All ties were renewed between Second Narrows Bridge and Lynn Creek Bridge, and all yard and main-line trackage thoroughly maintained.

BALLANTYNE PIER:

A general inspection of the substructure of the Ballantyne Pier, showed same to be in good condition.

Repairs and general maintenance of the roofs of the sheds have been made by our own workmen, during the year. It was necessary to renew a number of vertical protection timbers, due to deterioration by general wear and tear.

A complete overhaul of the automatic telephone system was necessary, and is now in first-class condition.

LAPORTE PIER:

The usual underwater inspection and repairs were carried out to the substructure, which was found to be in a somewhat better condition than in former years.

Painting and repairs to the grain gallery roofs, and steel supports of the grain galleries, were completed.

The Fish Oil Tanks, located on the Pier, were also cleaned and painted.



Photo L. Frank

THE SECOND NARROWS BRIDGE—Restored by the Vancouver Harbour Commissioners in 1934. From June 18th to December 31st, 966,398 passengers, including all drivers, 382,907 motor and 3,763 other vehicles used the bridge.

No. 2 ELEVATOR:

The storage bins and workhouse were completely cement-washed and all steelwork, inside and out, scraped and painted.

The smoke stack to the dryer house was renewed.

No. 1 JETTY:

An underwater inspection of the substructure was made, and same found to be in good condition. No repairs were necessary.

The usual track maintenance and general repairs were carried out.

No. 3 JETTY:

An underwater inspection of the crib of the North end of No. 3 Jetty, showed same to be in fairly good condition with no erosion of the foundation taking place.

A number of protection dolphins were renewed and ties and caps replaced, where necessary.

Approximately one hundred fifty feet of eighty-five pound rail was replaced on curve, and all deck planking over this section renewed.

V. H. C. FISH WHARF:

The usual annual overhaul was made of the ice-making plant, machinery and electric cranes.

An additional ice crusher and chute was installed. Where necessary, repairs were made to equipment, buildings, wharves, and floats.



Photo L. Frank

SECOND NARROWS BRIDGE—Connecting the north and south shores of Vancouver harbour, showing the new vertical lift span in operation, which replaced the old bascule type shown on the left, now converted into a fixed span.

ROUND HOUSE:

General repairs were made to the gables and roofs of the Engine House, and the same cleaned and painted.

GRANVILLE ISLAND:

An inspection of the timber bulkhead shows same to be in good condition.

General maintenance of concrete road, sewers, water service, and railway tracks, was carried out.

The Granville Island Approach is in an excellent condition.

JAPAN DOCK—NORTH VANCOUVER:

Very little maintenance was necessary at the Japan Wharf, with the exception of some deck planking, etc. An inspection shows the structure as a whole to be in very good condition.

GENERAL MAINTENANCE:

Throughout the year many minor repairs were made, and general maintenance was carried out to the Fire Boat Wharf, Commissioner Street, Prospect Point Signal Station, Immigration Float, Oil Tanks and Wharf at the foot of Dunlevy Avenue, and all roads and crossings controlled by the Commissioners.

BENCH MARK SURVEY

During the year the Harbour Bench Mark Survey was completed. This survey was commenced some five years ago, and has been carried forward during the summer months, from year to year. The survey embraces from Coal Harbour to Port Moody on the South Shore of Burrard Inlet, and around to Ioco.

From Capilano Creek at the First Narrows to Cove Cliff on the North Shore, and a section of the North Arm, from Belcarra to the North Shore of Bidwell Bay.

Suitable and permanent Bench Marks have been placed at intervals along the route.

DRAFTING OFFICE

The Drafting Office has been busy during the year in the preparation of detailed plans and estimates in connection with the proposed extension of the Terminal Railway to Second Narrows Bridge.

A number of tentative plans and estimates were prepared in connection with proposed improvements, and a number of section maps have been revised and brought up-to-date.

The usual routine work of preparing plans to accompany documents of leases, etc., was done during the year.

H. W. FRITH.
Chief Engineer

VISITORS TO THE PORT

There were many interesting visitors to the Port during the year, a few of whom are listed below:

His Excellency the Governor General and Lady Bessborough.

Right Honourable R. B. Bennett, K.C., P.C., LL.B., LL.D., Prime Minister of Canada.

Right Honourable A. Meighen, B.A., P.C.

Honourable H. H. Stevens, P.C., LL.D., Minister of Trade and Commerce.

Honourable Grote Stirling, P.C., Minister of National Defence.

Honourable H. M. Marler, P.C., B.C.L., His Majesty's Envoy Extraordinary and Minister Plenipotentiary for Canada, Tokyo, Japan.

His Excellency Yotaro Sugimura, Japanese Ambassador to Italy.

Sir Philip Game, C.B.E., K.C.B., D.S.O., Governor of New South Wales, and Lady Game.

Sir Frederick Maze, K.B.E., Inspector General Chinese Customs, and Lady Maze.

Sir William Frith, London, England.

Honourable W. F. Smith, Premier of Queensland, Australia.

Honourable Archibald Parkhill, M.P., Australian Postmaster General.

Lord Southborough, C.C.B., C.C.M., K.C.B., K.C.M.G., C.B., C.M.G., P.C., C.C.V.O., London, England.

Captain Sir Ian Fraser, C.B.E., Member, British House of Commons.

Sir Percy McKinnon, Chairman, Lloyd's, London, England.

Honourable J. F. N. Friis Skeete, Danish Minister of Traffic.

H. C. D. Johnsen, Esq., Assistant Traffic Manager, Denmark.

K. K. Chen, Esq., Assistant to Commissioner of Customs, Shanghai.

Major General G. C. Williams, C.M.G., D.S.O., Staff College, Quetta, India.

Brig. General Sir Charles Delme-Radcliffe.

Julian Piggott, Esq., Federated British Industries Commission.

Lieut.-Col. C. G. DuCane, M.I.C.S., London, England.

Vice Admiral Sir R. A. R. Plunkett-Ernele-Drax, Commander-in-Chief of British West Indies Squadron.

Sir Henry L. Drayton, P.C., K.C., K.B., Toronto, Ont.

J. W. Collins, Esq., New Zealand Government Trade Commissioner for Canada and United States.

L. R. McGregor, Esq., Australian Trade Commissioner in Canada.

Paul Sykes, Esq., Canadian Trade Commissioner at Tientsin, China.

Bruce MacDonald, Esq., Assistant Canadian Trade Commissioner, Shanghai.

A. B. Muddiman, Esq., Canada Trade Commissioner to Mediterranean countries.

Colonel J. S. O'Meara, President, Quebec Harbour Commissioners.

Wm. A. Found, Esq., Deputy Minister of Fisheries, Ottawa.

H. D. Scully, Esq., Commissioner of Customs, Ottawa.

N. W. Rowell, Esq., K.C., President of Canadian Bar Association, Toronto.

Professor Leslie T. Fournier, Dept. of Economics, Princeton University.

A. F. Whitney, Esq., President, International Brotherhood of Railway Trainmen, Cleveland, Ohio.

R. L. Curthoys, Esq., Editor "The Argus", Melbourne, Australia.

W. R. Campbell, Esq., President Ford Motors of Canada.

H. C. Perry, Esq., United Africa Company, New York.

George Webb, Esq., Glasgow)

John Colyer, Esq., London)

Produce Exchange of Great Britain.

F. A. Lakeman, Esq., Adelaide, Australia.

Stuart C. Knox, Esq., London, England.

Morris W. Wilson, Esq., President, Royal Bank of Canada, Montreal.

W. F. Angus, Esq., Director, Royal Bank of Canada, Montreal.

Robt. Adair, Esq., Director, Royal Bank of Canada, Montreal.

P. F. Sise, Esq., Director, Royal Bank of Canada, Montreal.

A. E. Dymont, Esq., Director, Royal Bank of Canada, Toronto.

- W. H. McWilliams, Esq., Director, Royal Bank of Canada, Winnipeg.
- F. A. Rolph, Esq., President, Imperial Bank of Canada, Toronto.
- E. A. Phipps, Esq., General Manager, Imperial Bank of Canada, Toronto.
- L. E. Sellers, Esq., Director, Imperial Bank of Canada, Winnipeg.
- G. D. Ritchie, Esq., Director, Imperial Bank of Canada, Winnipeg.
- Col. G. H. Aikins, Director, Imperial Bank of Canada, Winnipeg.
- H. P. Baker, Esq., Director, Imperial Bank of Canada, Toronto.
- B. P. Alley, Esq., Asst. Gen. Mgr., Canadian Bank of Commerce, Toronto.
- E. W. Beatty, Esq., K.C., LL.D., President, Canadian Pacific Railway Co., Montreal.
- D. C. Coleman, Esq., Vice-President, Canadian Pacific Railway Co., Montreal.
- W. M. Neal, Esq., Vice-President, Canadian Pacific Railway Co., Winnipeg.
- C. P. Fullerton, Esq., K.C., Chairman Board of Trustees, Canadian National Railways, Montreal.
- S. J. Hungerford, Esq., President, Canadian National Railways, Montreal.
- A. E. Warren, Esq., Vice-President, Canadian National Railways, Winnipeg.
- Alistair Fraser, Esq., M.C., K.C., Vice-President in charge of Traffic, Canadian National Railways, Montreal.
- J. E. LaBelle, Esq., K.C., Trustee, Canadian National Railways, Montreal.
- H. T. Malcolmson, Esq., Vice-President and General Manager, Hamilton & Buffalo Railway, Toronto.
- P. Knutsen, Esq., Director General of the Danish Railways.
- Willem Hugo de Monchy, Esq., Managing Director, Holland-America Line, New York.
- Rypperda Wierdsma, Esq., Assistant General Manager, Holland-America Line, New York.
- P. H. Woodburn, Esq., Director, Moss-Hutchinson Line Ltd., Glasgow, Scotland.
- R. H. Thornton, Esq., Director, Alfred Holt & Company, Liverpool, England.
- Baron Von Hodenberg, Director, Combined Hamburg - American & North German Lloyd Lines, Bremen, Germany.
- A. H. Renkiel, Esq., North American Manager, Freight Dept., North German-Lloyd Line, Bremen, Germany.
- A. J. Reardon-Smith, Esq., Director, Sir William Reardon-Smith & Sons Ltd., Cardiff, Wales.
- J. H. Ewing, Esq., Manager, Dodwell & Company, Ltd., Kobe, Japan.
- Honourable Wm. Vestey, Director, Blue Star Line, London, England.
- Sir Richard Holt, Chairman, Alfred Holt & Company, Liverpool, England.
- H. Morin le Linclays, Esq., General Manager for United States and Canada, French Line, New York.
- C. E. Hochstadler, Esq., Representative of Federal Co-ordinator of Transportation for United States, Chicago.

The following Naval Units visited the Port in 1934:

- | | |
|---|---|
| <p>H.M.S. "Norfolk", British West Indies Squadron—Captain H. E. C. Blagroce, Commander H. C. Bovelle.</p> <p>H.M.S. "Danae", British West Indies Squadron—Commander H. Clanchy.</p> | <p>U.S.S. "Wright", United States Aircraft VF Squadrons 7F and 9F, composed of six patrol planes each—Rear Admiral A. W. Johnson.</p> <p>"Jeanne d'Arc" Training Ship, French Navy—Captain Yves Donval.</p> |
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YACHTS AND PLEASURE CRAFT



THE ROYAL VANCOUVER YACHT CLUB
AT JERICHO BEACH

THE prowess of yachting and pleasure cruising generally on the Lower Mainland of British Columbia, which centres around the Harbour of Vancouver, has been an outstanding feature in recent years.

At the height of the season, Vancouver is the mecca of all types of craft, large and small, drawn by the lure of perfect sailing conditions on an ideal coastline.

The Royal Vancouver Yacht Club, dean of local organizations, has a membership of 560, and maintains its handsome general Club House at Jericho Beach, English Bay,

and its anchorage at Coal Harbour.

Centring around the club, and engaging in its numerous activities, is a fleet of 140 power and sail boats, ranging in size from 12 to 210 feet, one of the finest fleets on the coast.

Due to the splendid facilities offered at Vancouver, the Pacific International Yachting Association Annual Regatta has been held at Vancouver five times during the past eight years. International in its scope, this event regularly draws a fleet of fifty yachts from Seattle, Tacoma, Portland, Victoria and Cowichan to compete for the much coveted trophies, the Lipton and Isherwood cups. In 1928 the Royal Vancouver Yacht Club had the distinction of capturing the Lipton Cup, and with one exception, has successfully defended it every year since.

Valued at \$1,250,000.00, the fleet, which is annually overhauled, contributes not inconsiderably to the channels of local industry, requiring large quantities of supplies as well as general maintenance throughout the year.

Another active organization whose interests centre on the waters of Vancouver Harbour is the Vancouver Rowing Club, with a membership of approximately 200. This virile sports club divides its activities between rowing and cruising, and has its headquarters in Coal Harbour. Under the name of the Burrard Yacht Club, nearly 100 power boats compose the fleet, which is well-known in British Columbia waters. Under the impetus given it by the Club, the sport of rowing has risen to one of major importance among athletes in Vancouver, and they have established an enviable record for their prowess in the sport.



Photo L. Frank.

PART OF THE ROWING CLUB FLEET, MOORED AT THE CLUB-HOUSE FLOAT, IN COAL HARBOUR.



H.M.S. NORFOLK AT THE BALLANTYNE PIER, during its visit to Vancouver from August 27th to September 3rd, 1934. Flagship of the British West Indies Squadron, the Norfolk is a 10,000-ton cruiser built under the Washington Treaty.



H.M.S. DANAE AT THE GREAT NORTHERN DOCK, the visit of which ship to Vancouver coincided with that of the Norfolk. The Danae is a 4500-ton cruiser, and arrived in Vancouver on August 29th.

CONSTITUTION OF VANCOUVER HARBOUR COMMISSION

The Corporation of the Harbour Commissioners of Vancouver was created by an Act of the Parliament of Canada in May, 1913.

The Corporation shall consist of three commissioners appointed by the Governor in Council upon the recommendation of the Minister of Marine, and they shall hold office during pleasure.

The Governor in Council may, from time to time, appoint one of the said commissioners as president of the Corporation.

The Corporation may appoint such officers, engineers, clerks and servants as is deemed necessary to carry out the objects and provisions of this Act.

The Corporation shall, for the purposes of and as provided in this Act, have jurisdiction within the limits of the harbour.

The Corporation may make by-laws for the following purposes:—

The direction, conduct and government of the Corporation, and of its property, real and personal;

To regulate and control navigation and all works or operations within the harbour and to appoint constables and other officers to enforce the same or to enforce the provisions of any statute or marine regulation;

The restriction of the use of such portion of the harbour as the Corporation deems expedient to vessels of deep draft, and to establish fair-ways and special anchorages which shall be recognized and noted on Admiralty charts and office plans for the harbour for the information of mariners, including fair-ways or prohibited anchorages, anchorage for explosives and quarantine anchorage when and so soon as the latter shall be established in Vancouver;

The regulation of the construction of docks, piers, quays and buildings within the harbour;

The good government, improvement and regulation of the harbour;

The prevention of injury to and encroachments and encumbrances on channels, harbours and waters generally within the limits of the harbour; the regulation or prohibition of the deposit of ballast; and the removal of material of a nature to cause injury, encroachment or encumbrance;

To regulate the ordering, anchoring, mooring, riding and fastening of vessels and rafts;

The regulation and control of the use of lights and fires;

The regulation and control of the landing and shipping of explosives or inflammable substances and of vessels containing the same;

The boiling, melting and use of pitch, tar, turpentine, resin or other inflammable substance or substances;

The allotment of berths to vessels, or to any regular line of vessels, either on each trip or for the whole business season;

The allotment, letting or leasing of any lot, space or portion of wharves, piers or vacant ground under its control within the harbour;

The regulation of the powers of the offices of the Corporation in respect of enforcement of their lawful directions and orders, and in respect of any force, aid or assistance required by them for that purpose;

The regulation of all machinery and appliances used in loading or unloading vessels;

The regulation of railway and other traffic on the quays and wharves of the Corporation in the harbour, and the prevention and removal of obstructions, impediments or hindrances to traffic;

The enforcement of arrangements made or to be made under the powers given by this Act with railway companies having connection with the harbour;

The expropriation and acquisition of such real property as the Corporation deems necessary for the construction of wet and dry docks, warehouses, elevators and railways, or otherwise for the general purposes of the Corporation;

The matters of order and regularity and the prevention of theft and depredation;

The fixing of rates upon all goods landed or shipped in the harbour, moved by rail on the harbour tracks or deposited within the harbour, except arms, ammunition and military accoutrements and other munitions of war for use of the Government or for the defence of Canada;

The imposition of tolls, rates, fees and dues on vessels entering, or lying within the harbour; other than pilotage dues, sick mariners' dues and steamboat inspection fees;

The collection of all rates and penalties imposed by this Act or by any by-law made under the authority of this Act, and may, for such purpose, include in any such by-law regulations requiring the collector of customs or other proper officer to refuse clearance to vessels;

The imposition of penalties upon persons infringing any by-law which the Corporation is hereby authorized to make, but such penalty shall not exceed five hundred dollars or sixty days' imprisonment; and, in default of payment of such pecuniary penalty and of the costs of conviction, a period of imprisonment with hard labour, to be fixed by by-law but not to exceed thirty days, nor to continue after such payment is made.

FINANCING WORKS:

From time to time Acts are passed by the Dominion Government and under such Acts the Governor in Council may from time to time advance and pay to the Corporation such sums of money as may be required to enable the Corporation to carry on the construction of works to provide such terminal facilities as are deemed necessary for the proper development and equipment of the harbour.

No construction of any works shall be begun and no advances shall be made under this Act until the necessary plans, specifications and estimates in detail to govern the construction of such works have been submitted to and approved by the Governor in Council.

HARBOUR LIMITS:

The harbour includes Burrard Inlet, with the North Arm and Port Moody, False Creek and English Bay and all other tidal waters lying east of a line drawn from Point Atkinson Lighthouse southerly to the most westerly point of Point Grey.

SIGNAL STATION:

The first actual point of contact between the vessel and the port is the Signal Station at Prospect Point, where a continuous look-out is kept by signalmen of ex-naval ratings. Their duty is to note and report to the Harbour Master's office every vessel that passes in and out, to keep watch for signals from incoming vessels and to convey to such vessels signals transmitted to the Station over the telephone by ship's agents or others.

Any accident or incident requiring prompt attention is reported direct by the Station to the Harbour Master.

WIRELESS:

There is a Government Radio Station (Telegraphic) situated at Point Grey for receiving and transmitting messages, call sign VAI, also a Merchants' Exchange for commercial messages, call sign VAB.

VESSELS ENTERING THE HARBOUR:

Vessels arriving in the harbour are required to deliver at the Harbour Master's office a true and correct report in writing, signed and certified by the maker thereof, giving name, official number, port of registry, gross and net tonnage, name of master, and of the owner or agent of said vessel, a manifest of her cargo, and the number of passengers carried inwards, date and hour of arrival, draft of water, and berth occupied.

The master of the vessel is notified, usually through the vessel's agent, of the berth assigned to him, except in case of vessels requiring an anchor berth, in which case permission must be obtained from the Harbour Master, who will indicate the berth to be occupied. Admiralty charts of the harbour show the regular mooring berths in numbered squares.

On arrival in the harbour, vessels which are assigned a berth at any of the wharves or piers operated by the Harbour Commissioners, are met by the Berthing Master, acting under the Harbour Master's direction, who supervises the berthing of the vessel, and further assists the master by supplying information regarding harbour by-laws and other services.

Vessels may enter the harbour at any hour and at any stage of the tide. The International Rules of the Road are to be observed. The use of tugs for berthing is not compulsory.

WHARFAGE:

Wharfage charges are charges made on cargo passing over piers or wharves, or transferred between vessel or loaded from water over ship's side while vessel occupies berth at wharf, and exclusive of any sorting, piling, weighing, handling or trucking.

Freight paying inward wharfage shall not be subject to outward wharfage, when re-shipped by water from the same wharf.

Shipments loaded or discharged overside of vessel from or to vessel or scow, or taken from or discharged into the water when vessel is lying alongside wharves, are assessed one-half regular wharfage.

On goods for which vessel tariff rates are "per article", wharfage charges will be assessed on weight basis, unless specific wharfage charges are provided.

Ship's stores over wharf, and fuel over ship's side for vessel loading or unloading cargo at wharf, shall not be subject to wharfage charges when wharf is not called upon to furnish any service.

Repair material, lining, fuel oil, coal or ballast handled over wharf are subject to regular wharfage charges. No charge will be made for lining material when taken overside from scow.

In every case the wharfage charge is paid by the shipper or consignee and is not absorbed by the steamship lines so far as local traffic is concerned, except that in some cases, on coastwise traffic, the freight rate includes wharfage, which is by arrangement between shippers and the steamship company.

On competitive "in transit" traffic through the Port the assessment of wharfage is made on shipments to and from the United Kingdom or inter-coastal, but on import and export traffic originating at or destined to Asia, Australia, Central America, Hawaiian Islands, Mexico, New Zealand, Oceania, Philippine Islands or South America, the wharfage is absorbed by the steamer and/or rail line.

CUSTOMS REQUIREMENTS:

Immediately upon arrival a ship has to be "entered" at the Customs, and the following documents are required:—

Ship's certificate of registry, or other papers relative to country or ownership.

Clearance from last port.

Bills of health.

Pratique certificate, if on other than a coasting voyage.

Immigration clearance.

Manifests, in quadruplicate, on form required by Customs. These forms must be stamped at the office of the Harbour Commissioners in the Customs building before being presented at the Customs.

If goods are found on vessel not shown on manifest they are liable to seizure, but the Collector may permit a supplementary manifest, in quadruplicate, to be filed, duly stamped by the Harbour Commissioners.

Manifests must show effects of officers, members of crew and passengers, other than personal effects or wearing apparel.

List of ship's stores, certified by master.

There is no fee for entering and clearing a vessel except on Sundays, when a fee of \$1.50 is charged.

No fees are assessed by the Department of Customs for assistance of officers on any working day from 8:00 a.m. to 5:00 p.m. Overtime is assessed against party requesting assistance of such officers on any day after 5:00 p.m. or on statutory holidays or Sundays, except for vessels discharging and loading bonded cargoes.

Sick mariners' dues are paid on entry to the Collector of Customs.

SHIPPING MASTER:

On clearing a vessel the ship's articles of agreement must be produced for endorsement by the Shipping Master. This includes all vessels other than Norwegian, Swedish, Danish, French or United States registry.

QUARANTINE:

Vessels coming in from the Orient direct to Vancouver must obtain pratique from William Head, but in the case of vessels coming from overseas going to Puget Sound, pratique is obtained from Port Townsend and such vessels may come direct to Vancouver where the American duplicate pratique certificate will apply and be accepted.

All deepsea ships from foreign ports must obtain pratique from William Head with the exception of vessels as stated above. There is no charge made for this service at William Head.

CHARGES FOR HARBOUR SERVICE AND PORT FACILITIES

NOTE—While every effort has been made to make the charges mentioned in this publication correct, any or all of them are subject to change.

PILOTAGE—Not compulsory—Present ruling rates:

Point Atkinson to Vancouver (pilotage limits)— $\frac{3}{4}$ c per nett reg. ton and 75c per foot draft.

Sea to Vancouver— $\frac{3}{4}$ c per nett reg. ton and \$1.50 per foot draft.

Vancouver to Sea— $\frac{3}{4}$ c. per nett reg. ton and \$1.50 per foot draft.

Vancouver via Nanaimo or Union Bay to sea or vice versa $\frac{3}{4}$ c per nett reg. ton and 75c. per foot draft to Gulf of Georgia; $\frac{3}{4}$ c. per nett reg. ton and 75c. per foot draft into coaling port; $\frac{3}{4}$ c per nett reg. ton and \$1.50 per foot draft coaling port to sea.

Shifting in Harbour, each shift—\$8.50.

Through Second Narrows—\$15.00.

TOWAGE—No tariff:

Small tugs—\$25.00 approximately.

Large tugs—\$50.00 to \$75.00 approximately.

NOTE: Tugs are seldom used, as wharves afford good berthing conditions and are easily approached.

BERTHAGE:

Vessels, hulks, scows or tugs making use of wharf, but not loading or discharging freight, charged at the following rates for each 24 hours or portion thereof:

Vessels, etc. 100 ft. in length or under	\$ 1.50
“ 101 “ “ “ to 150 ft.	5.00
“ 151 “ “ “ “ 250 ft.	10.00
“ over 250 ft. in length by special arrangement.	

GEAR HIRE:

Cranes	\$2.50 per hour each.
Jitneys	2.50 “ “ “
Dollies .....	.75 “ “ “
Hand Trucks .....	.25 “ “ “

FUEL:

Coal at Nanaimo and/or Union Bay is \$5.50 per long ton f.o.b. and \$5.75 when trimmed in bunkers.

Fuel Oil—Per barrel of 35 Imperial gallons:

Deepsea—\$1.20 (in bond).

Coastwise—\$1.45 (duty paid).

Prices f.o.b. ship's tanks.

NOTE—These prices are subject to change. Most of the steamship lines have contracts with suppliers.

LIGHT:

7c. per kilowatt hour—minimum charge 50c.

WATER:

Alongside pier, per ton of 224 gallons	\$.10
In stream—Minimum 25 tons.....	25.00
30 “	30.00
40 “	35.00
50 “	40.00
60 “	45.00
70 “	50.00
100 “	70.00

BALLAST:

Ballast is not used at this port except in cases where the steamer fills her deep tanks with water to give her stability.

No difference is made at this port so far as charging for berthing and shed accommodation is concerned between regular liners and tramp steamers.

SICK MARINERS' FEES:

2c. per nett registered ton(payable at Customs) first three trips each calendar year at any Canadian port.

Clean Bill of Health—\$1.00.

FUMIGATION:

Vessels trading with Orient—once every 6 months.

Vessels trading with United Kingdom and northern European ports—once every 12 months.

Both Sulphur process and Cyanide process (former seldom now used).

PORT WARDEN'S INSPECTION—Varies according to cargo:**Inward:**

Survey of hatches and cargo, including survey of cargo on docks and certificates:

When cargo does not exceed 1,000 tons	\$ 8.00
1,001 tons but not exceeding 2,500 tons	16.00
2,501 tons but not exceeding 3,500 tons	24.00
3,501 tons and over	30.00
Survey of hatches only and certificate	8.00
(Tonnage computed on basis of vessel's revenue tons).	

Outward:**LUMBER:**

For survey of full cargoes or part cargoes of lumber only, below and on deck, including inspection of vessel's hold before loading and certificates:

500,000 ft. B.M. and less	\$ 8.00
500,001 " " not exceeding 1,500,000 ft. B.M.	15.00
1,500,001 " " " " 2,500,000 "	20.00
2,500,001 " " " " 3,000,000 "	25.00
3,000,001 and over	30.00

All ships loading deckloads of lumber must be surveyed by the Port Warden.

Survey of deckload and certificate \$10.00

GRAIN:

All vessels carrying wheat require the Port Warden's certificate. In many cases owners and charterers require a certificate of seaworthiness from the San Francisco Board of Marine Underwriters, whose charges approximate those of Port Warden. Sometimes a certificate of both authorities is taken.

For inspection of vessel's holds and grain fittings, superintendence, and survey of vessel loading full or part cargoes of grain only, including certificates:

1,000 tons or less	\$10.00
1,001 " but not exceeding 2,000 tons	20.00
2,001 " " " " 3,000 "	30.00
3,001 " " " " 5,000 "	40.00
5,001 " and over	50.00

NOTE—Ton of 2,240 lbs.

Where a vessel loads in excess of 5,000 tons of grain and completes the balance with lumber, the fee will be \$50.00 for complete survey and certificate.

GENERAL:

For survey of general cargoes, including parcels of grain and lumber and inspection of vessel's holds before loading, and certificates:

500 tons and less	\$ 8.00
501 " but not exceeding 1,500 tons	13.00
1,501 " " " " 2,500 "	18.00
2,501 " " " " 3,500 "	23.00
3,501 " " " " 4,500 "	28.00
4,501 " and over	30.00

Where vessel carries 5,000 tons of grain or over, in addition to lumber and general cargo, an additional fee of \$10.00 may be charged.

TONNAGE—Will be computed on the following basis:

General Cargo—On basis of vessel's revenue tons.

Grain—On basis of 2,240 pounds per ton.

Logs and Lumber—With general cargo on a basis of one and one-half (1½) tons to 1,000 feet Board Measure.

Revenue Tons—i.e., weight and/or measurement.

AGENCY FEE:

By special arrangement with agency handling vessel.

HARBOUR DUES:

3c per nett registered ton (payable first five trips each calendar year to the Harbour Commissioners).

CARGO RATES:

The Harbour Commissioners assess on cargo a charge known as Cargo Rates. These rates vary according to the commodity and are set out in a tariff published by the Harbour Commissioners.

Cargo Rates are collected from consignees and shippers except when, owing to competitive conditions between Vancouver and other ports, the vessel has to absorb cargo rates. Under such conditions the Commissioners may commute the rate to a charge of not less than 5c per ton.

On cargo in transit moving on through Bill of Lading through the Port of Vancouver, when it is necessary for the vessel to absorb cargo rates assessable on any one voyage, then the vessel shall not be called upon to pay the amount of such absorbed cargo rates in addition to the amount payable for harbour dues, but only the total of such cargo rates or such harbour dues (whichever may be the greater) in respect of that particular voyage as set out hereunder:

(1) On cargo originating at or destined to points in Canada east of the eastern boundary line of the Province of Saskatchewan, except on grain, grain products and liquor.

(2) On cargo originating at or destined to points in the United States of America, moving in transit through the Port of Vancouver, except on grain, grain products and liquor.

NOTE: A true and correct copy of the ship's manifest and/or inward and/or outward report, must be filed with the Commissioners within twenty-four hours of the arrival or departure respectively of any vessel.

Any alterations or changes in the manifests or reports so filed must be made within forty-eight hours after such documents have been filed with the Commissioners. After the expiration of such time no further alterations or changes shall be allowed to be made in the manifests or reports, but supplementary manifests or reports must be left with the Commissioners giving such subsequent alterations or changes as may be necessary. All documents must be certified and such alterations and changes on the manifests or reports must be initialled by the party making them.

HANDLING SHIP'S LINES:

Effective March 1st, 1934, the following charges for handling ship's lines will apply based on maximum of 2 hours, any time day or night.

Vessels Loading Bulk Grain Only:

Charge to tie up vessels \$6.00 for each tie up	| see exception
Charge to release vessels \$3.00 for each release	

Vessels Loading or Discharging General Cargo:

Charge to tie up vessels \$5.00 for each tie up	| see exception
Charge to release vessels \$3.00 for each release	

Exception:

Any time over 2 hours from the time men are called to be paid for by vessel at rate 60c. per hour per man, between hours 8:00 A.M. and 5:00 P.M., and 90c. per hour per man between hours 5:00 P.M. and 8:00 A.M., except on Sundays and legal holidays when 90c. rate as above will apply for any time over 2 hours. Any time up to 30 minutes to be charged as a half hour and any time over 30 minutes to be charged as an hour.

When men are supplied and not used the above charges will be assessed.

STEVEDORING:

All stevedoring and longshore work in the Port of Vancouver is under the control of the Stevedoring Companies, who in turn are members of the Shipping Federation of British Columbia, who furnish all longshore labour.

All longshoremen are registered for employment with the Shipping Federation, and are despatched to work on call from Stevedoring and Dock Companies through the Despatching Hall maintained by the Shipping Federation. First call or regular ship and dock men are despatched in registered gangs; extra men and wheat trimmers are despatched in rotation; the line-up or picking system no longer exists in Vancouver.



Photo Stuart Thomson.

ONE OF UNITED AIR LINE'S TWIN-ENGINE BOEING 247 TRANSPORTS at Sea Island Airport, Vancouver. A new service linking the City with transcontinental points.

AIR TRANSPORTATION

WITH a well designed civic airport and seaplane harbour, within easy reach of the business and residential sections of the Third City of Canada, the Port of Vancouver is well provided with facilities for transcontinental and general air services.

THE VANCOUVER AIRPORT AND SEAPLANE HARBOUR:

The Vancouver Airport and Seaplane Harbour is located on Sea Island near the mouth of the North Arm of the Fraser River, just seven miles from the heart of the business district of Vancouver. The airport site covers 470 acres of which 200 are at present developed. With one mile of river frontage, a combination port for landplanes and seaplanes has been developed. Entirely without obstruction to approach from any direction, fitted with modern, fireproof hangars and a handsome administration building, the business of Vancouver's Airport is growing rapidly. It is a licensed Customs Port of Entry and is entirely owned and operated by the City.

THE ROYAL CANADIAN AIR FORCE STATION:

The Royal Canadian Air Force Station is located at Jericho Beach, on the South side of English Bay, and is operated under authority of the Department of National Defence, Ottawa.

Jericho Station is completely equipped as a seaplane and flying boat base, and No. 4 (Flying Boat) Squadron of the Royal Canadian Air Force is based there.

In addition to service flying, aerial patrols are carried out in co-operation with the R.C.M.P. preventive service.

CANADIAN AIRWAYS LIMITED:

Canadian Airways Limited operate a daily seaplane service to Victoria, B.C., from their terminus at Coal Harbour for passengers and express.

Other operations consist of freighting prospectors and supplies in the Yukon and Northern British Columbia, as well as Fisheries Patrol for the Department of Fisheries, which has been conducted by this Company for seven years; also aerial photography and mapping of timber, mining and water-power resources.

PACIFIC AIRWAYS, LIMITED:

The Pacific Airways, Limited, owns and operates an all-metal Junkers seaplane, accommodating five passengers and pilot. The machine is also equipped for wheels or skis.

Operations for 1935 will be centred in and around the mining districts of British Columbia, with radio communication, direct from the plane to the base at Lulu Island.

WELLS AIR TRANSPORT LTD.:

The Wells Air Transport Ltd. operates a service from their base at the Vancouver Civic Airport to the Bridge River mining district. This service is maintained from early Spring, and from their terminus on Seton Lake connection is made with ground facilities for passengers and freight to the Bralorne and Pioneer Mines. This Company also has several seaplanes or flying boats available for special charter trips, ranging in capacity from one to six passengers.

UNITED AIR LINES:

A daily service to and from Vancouver Airport is operated by United Air Lines, thus linking up British Columbia with the United States transcontinental and Pacific Coast Air Services at Seattle. Ten passenger, all-metal Boeing transports are used and the distance to Seattle or vice versa is flown in 55 minutes.

FREIGHT CAR FERRY SERVICE

1. **Canadian Pacific Railway Company:** To Vancouver Island points.
2. **Great Northern Railway Company** (F. M. Yorke & Son Ltd.): To points on Burrard Inlet and Vancouver Island.
3. **Pacific Great Eastern Railway Company:** From C.P.R. ferry slip to P.G.E. terminal at Squamish for interior British Columbia points.

RAILWAY TRANSPORTATION

The Port of Vancouver is the western terminus of two all-Canadian transcontinental lines, the Canadian National Railways, and the Canadian Pacific Railway Company, each operating on their own tracks from the Atlantic to the Pacific and maintaining daily passenger and freight service in and out of Vancouver to Eastern Canadian and United States points.

The British Columbia Electric Railway, electrically operated, provides both passenger and freight service to the Fraser Valley and lower mainland, as well as truck lines to the rural districts of the lower mainland.

The Pacific Great Eastern Railway operates on a bi-weekly service from Squamish to Quesnel, a distance of 347 miles, to points in the interior of British Columbia. Connection between Vancouver and the Pacific Great Eastern Railway at Squamish is made by barge operated by the Railway Company for the handling of freight traffic. Passenger traffic to and from Squamish is handled by the Union Steamships Limited.

The Great Northern Railway of the United States affords direct connection to points in the United States, operating passenger and freight trains daily in and out of Vancouver, and have their own terminal facilities at Vancouver.

The Northern Pacific Railway, the Southern Pacific Railway, the Chicago, Milwaukee, St. Paul and Pacific Railroad Company of the United States are enabled, through traffic agreements with the other railroads, to handle both freight and passengers to and from Vancouver.

The Harbour Commissioners Terminal Railway performs switching service to both the north and south shores of the harbour and provides waterfront properties connection with the transcontinental lines.

OIL FACILITIES OF THE PORT

THE PORT OF VANCOUVER is well equipped for supplying Fuel Oil, Diesel Oil and Petroleum to vessels. Lighters for refilling purposes are maintained by the leading oil companies at suitable places within the harbour not served by pipe lines. Particulars of these facilities are as under:—

THE IMPERIAL OIL LIMITED:

The Imperial Oil Limited refinery at Ioco, on the north shore of Burrard Inlet, has a daily throughput of 17,000 barrels and storage tanks of 1,272,500 barrels capacity. The main dock is 700 feet long, with a minimum depth at low water of 30 feet. In addition there is a barge dock 415 feet long as well as a package dock 270 feet long.

THE SHELL OIL COMPANY OF BRITISH COLUMBIA LIMITED:

The Shell Oil Company of British Columbia, operate their western refinery at Shellburn, 6½ miles from the centre of the City of Vancouver, on a 70-acre site, facing on the south shore of Burrard Inlet with water frontage of 1700 feet. The plant has a throughput of 3,500 barrels of crude oil per day and storage facilities for 250,000 barrels of oil. In addition to the 400-foot wharf, with depth of 30 feet at low water, there is a wharf float to serve small vessels, also railway spur trackage with loading and unloading facilities.

This Company has also recently installed a 24-hour fully modern and electrically operated marine service station barge, with rest rooms, city water and telephone service, in the gasoline marine service station area East of Stanley Park, this barge being conveniently situated for vessels and aeroplanes wishing to take on supplies of gasoline, diesel fuel oil and all other petroleum products.

THE UNION OIL COMPANY OF CANADA LTD.:

The Union Oil Company of Canada Ltd. have their Fuel Oil and Diesel Oil storage facilities at Coal Harbour. They have storage tanks for 167,000 barrels of Fuel Oil and 64,000 barrels of Diesel Oil. The dock is 310 feet long with depth at low water of 35 feet. In addition to the pipe lines on the Union Oil Dock, pipe lines are laid from both the Bonded Oil and Duty Paid Tanks to the Canadian Pacific Railway Company docks, and four vessels can load simultaneously.

HOME OIL DISTRIBUTORS LTD.:

The Home Oil Distributors Ltd. plant, located at North Vancouver, has a daily throughput of 1,100 barrels and storage tank capacity of 43,200 barrels. The plant is served by a dock 700 feet long.

DRYDOCKS AND SHIP REPAIRING PLANTS

Vancouver shipbuilding yards have been notable for the many fine ocean-going steamers built in and launched from them. Several of these trade from Vancouver to different parts of the world. The drydocks and ship-repairing plants in the harbour, give a much appreciated service and quick despatch to all vessels needing repairs of any kind.

BURRARD DRYDOCK COMPANY LIMITED—North Vancouver:

Building berths for vessels up to 10,000 tons. Marine railway of 3,000 tons capacity. Floating dock—capacity 20,000 tons; length overall 556'6"; breadth between wing walls—98'; length over pontoons—126'x496'. Light railway throughout plant. Main pier 700 feet long—takes one large and one small vessel. Auxiliary pier—32'x450'. One stationary crane—capacity 100 tons.

B.C. MARINE ENGINEERS AND SHIPBUILDERS, LTD.:

Building ways 200 feet long—capacity 800 tons. Two marine ways—capacity 1,000 tons and 2,300 tons.

Main forge handles billets up to 25 inches diameter and weighing up to 10 tons.

BURRARD SHIPYARD & ENGINEERING WORKS, LTD.—1729 West Georgia Street:

Marine railway—capacity 1,600 tons, and two smaller railways of 100 tons each.

FENNER & HOOD SHIPYARD—1877 West Georgia Street:

Two marine railways—capacity 400 tons and 100 tons respectively.

PACIFIC SALVAGE COMPANY, LTD.—North Vancouver:

Floating drydock—capacity 800 tons. Three floating derricks. Salvage tugs.

BOEING AIRCRAFT OF CANADA, LIMITED—1927 West Georgia Street:

Floating drydock—capacity 300 tons. Will handle vessels up to 30 feet beam and 140 feet length at any stage of the tide.

WEST COAST SALVAGE AND CONTRACTING COMPANY—1199 Sixth Avenue, West:

A new organization of considerable importance to shipping of this Port has recently been formed in the West Coast Salvage and Contracting Company. A considerable amount of salvage equipment has been acquired and built in the shape of derricks, pumps, diving equipment, etc. Arrangements are also under way for the acquiring of a deep-sea tug and salvage vessel.

BEACH AVENUE SHIPYARDS—944 Beach Avenue.

COAL HARBOUR SHIPYARDS, LTD.—1747 West Georgia Street.

CRANES' SHIPYARDS, LTD.—650 Denman Street.

NORTH VANCOUVER SHIP REPAIRS LTD.—Foot of Rogers, North Vancouver.

PIERS AND WHARVES

The principal piers and wharves in the Harbour include the following:

VANCOUVER HARBOUR COMMISSIONERS:

Ballantyne Pier—foot of Heatley Avenue.

Reinforced concrete structure. Lineal feet of berthing 2610 feet. Depth at low water 32 feet at inner berths; 45 feet at outer berths. Trackage at each side and centre of pier. Four two-storey sheds, total area 410,400 sq. feet with total capacity or 41,040 tons. Equipment for loading and discharging—four Stothert & Pitt cranes; two Babcock Wilcox cranes; seven Colby Combination cranes—all of 3-ton capacity. The Colby Combination cranes are used for both grain and general cargo. Communication between first and second stories in sheds is by four electrical platform elevators 10,000 lbs. capacity each, and eight cargo chutes. Storage yard at south of pier.

Lapointe Pier—foot of Salisbury Drive.

Concrete crib structure. Lineal feet of berthing 2,500 feet. Depth at low water 35 feet. Trackage along each side of pier. Two one-storey sheds, total area 136,854 sq. ft., total capacity 13,865 tons. Loading and discharging by ship's derricks. Grain galleries along each side of pier—10 spouts on west side and 9 spouts on east side, to load grain from No. 1 Elevator.

On this pier are eight **Fish Oil Tanks** with a total capacity of 171,112 Imperial gallons or 205,335 U.S. gallons. Pumping capacity 18,000 gallons per hour. Tanks are equipped with heating coils.

No. 1 Grain Jetty—foot of Salisbury Drive.

Concrete crib, pile and timber structure. Lineal feet of berthing, 1,400 feet. Depth at low water, 35 feet on west side; 30 feet on east side. Trackage along Jetty. Grain gallery along Jetty—four belts, seven spouts on east side and fourteen spouts on west side to load grain from No. 1 Elevator and from Terminal Elevator. Inner berth on west side for grain and general cargo. Two outer berths for grain only.

No. 3 Grain Jetty—foot of Vernon Drive.

Pile and timber structure. Lineal feet of berthing 1,000 feet. Depth at low water 30 feet. Trackage along Jetty. Grain galleries along each side of Pier—two belts each gallery.

(This Jetty is operated by the Vancouver Harbour Commissioners to serve No. 3 Elevator).

Fish Dock—foot of Raymur Avenue.

Pile and timber structure. Lineal feet of berthing 720 feet. Depth at low water 10 feet. Trackage at west side of wharf. Shed area both sides of dock 20,000 sq. ft., providing fish booths, ice making and refrigerating equipment, ice storage and ice crushing plant, cool rooms and smoke house. Berthing float for fishing boats. Six steel electric cranes for unloading.

New Oil Dock—Vegetable Oil Storage and Handling Plant—foot of Dunlevy Avenue.

Pile and timber structure. Lineal feet of berthing 450 feet. Minimum depth at low water, 28 feet. Five storage tanks 50,000 gallons each; two tanks 25,000 gallons each; total storage capacity 300,000 gallons. Tanks equipped with steam coils for heating purposes and air coils for agitating. Pumping equipment—two electrically driven Rotary Pumps, each with a capacity of 25,000 gallons per hour either to storage tank or into tank cars. One pump is portable for lowering into ship's hold. Air compressing and steam plant installed for use when necessary.

CANADIAN PACIFIC RAILWAY COMPANY:

Pier "A"—

Timber and pile structure. Lineal feet of berthing 1730 feet. Minimum depth at low water, 30 feet. Trackage along centre of pier. One-story sheds, total area 84,400 sq. ft. and total capacity 8,600 tons. Loading and discharging by ship's derricks.

Pier "B-C"—

Reinforced concrete pile structure. Lineal feet of berthing, 2510 feet. Minimum depth at low water 35 feet. One-storey sheds, total area 260,000 sq. ft. and total capacity 25,000 tons. Trackage on each side and in centre of pier. Equipment for loading and discharging includes one 5-ton crane on each side of pier and eight marine elevators.

Pier "D"—

Pile and timber structure. Lineal feet of berthing, 2,050 feet. Minimum depth at low water 30 feet. Trackage along centre of pier. Two-storey sheds. Lower shed total area 84,000 sq. ft. and capacity of 10,800 tons. Upper storey on level with street comprises offices and accommodation for passengers. Loading and discharging by ship's derricks.

Pier "H"—

Pile and timber structure. Lineal feet of berthing, 1430 feet. Minimum depth at low water, 26 feet. Trackage on east side of pier. One-storey sheds with area of 42,000 sq. ft. and capacity of 5,600 tons. Loading and discharging by ship's derricks.

Quay Wharves "A" to "H"—

Pile and timber structure. Lineal feet of berthing, 1470 feet. Minimum depth at low water, 30 feet. Trackage on south side of sheds. One-storey sheds, area 108,750 sq. ft. and capacity 9,000 tons. Loading and discharging by ship's derricks.

On wharf between sheds 5 and 7 are located two electric derricks, capacity 15 tons and 50 tons respectively.

CANADIAN NATIONAL STEAMSHIPS: foot of Main Street.

Pile and timber structure. Lineal feet of berthing, 2174 feet. Depth at low water, 35 feet at east and west outer berths and 25 feet at inner berths. Trackage—two depressed tracks in centre of pier. Shed area—lower floor, 90,260 sq. ft.; capacity, 10,000 tons; upper floor, 26,000 sq. ft. containing offices and accommodation for passengers. Outside storage area 69,380 sq. ft. Loading and discharging by two marine elevators of 10 tons capacity, and ship's derricks.

EVANS, COLEMAN & EVANS LTD.: foot of Columbia Avenue.

Two piers. Pile and timber structure. Depth at low water 20 feet at inner end of piers, and 30 feet at outer end of piers. Lineal feet of berthing—Pier 1, 1200 feet; Pier 2, 1291 feet. Trackage. Total area of sheds on both piers, 121,300 sq. feet and total capacity of 12,130 tons. Loading and discharging by ship's derricks, and one locomotive crane of 5½ tons capacity.

GREAT NORTHERN RAILWAY COMPANY: Pier foot of Campbell Avenue.

Reinforced concrete structure. Lineal feet of berthing, 465 feet. Depth at low water, 30 feet. Trackage at each side and centre of pier. One-storey shed with area of 40,000 sq. ft. and capacity of 4,000 tons. Loading and discharging by ship's derricks.

KINGSLEY NAVIGATION COMPANY, LTD.: (Leased from Great Northern Railway Company)

Lineal feet of berthing 600 feet. Depth at low water 30 feet. Trackage. One-storey shed with area of 60,000 sq. ft. and capacity of 6,000 tons. Loading and discharging by ship's derricks.

TERMINAL DOCK & WAREHOUSE CO. LTD.: Between Nanaimo and Clinton Streets.

Lineal feet of berthing—deep sea, 1,559 feet, depth 32 feet; coastwise 208 feet, depth 14 feet; small craft 725 feet, depth 13 feet. Trackage alongside of wharf and through shed. Two-storey shed—area lower 105,000 sq. ft.; upper area 25,000 sq. ft. Total capacity of shed 13,000 tons.

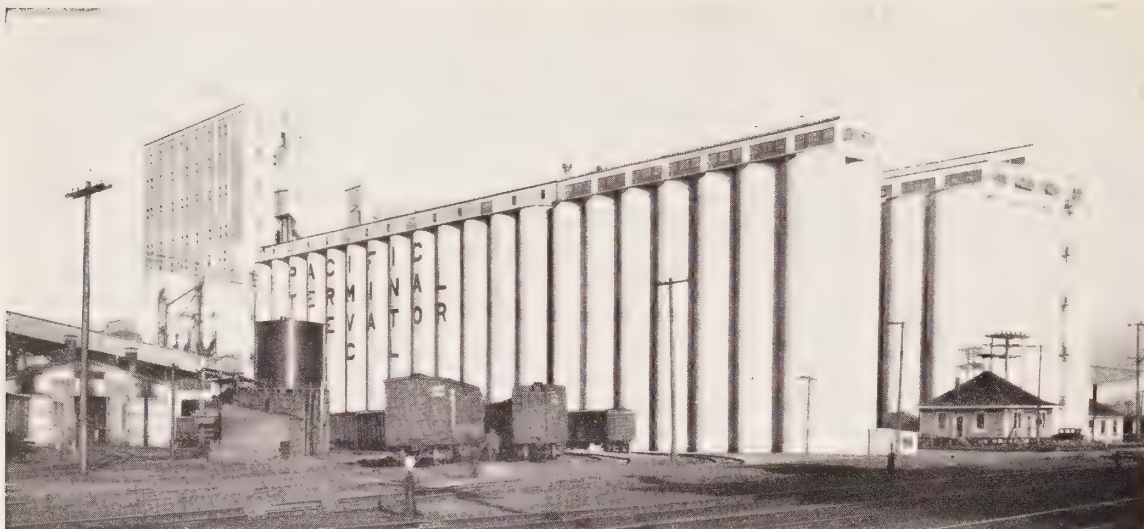
CANADIAN TRANSPORT COMPANY LTD.: foot of St. Patrick's Avenue, North Vancouver.

Lumber and general cargo piers (Japan Wharf). Pile and timber structure. Lineal feet of berthing 850 feet. Depth at low water 30 to 50 feet. Trackage along each side of pier. Five general cargo sheds. Loading and discharging by ship's derricks.

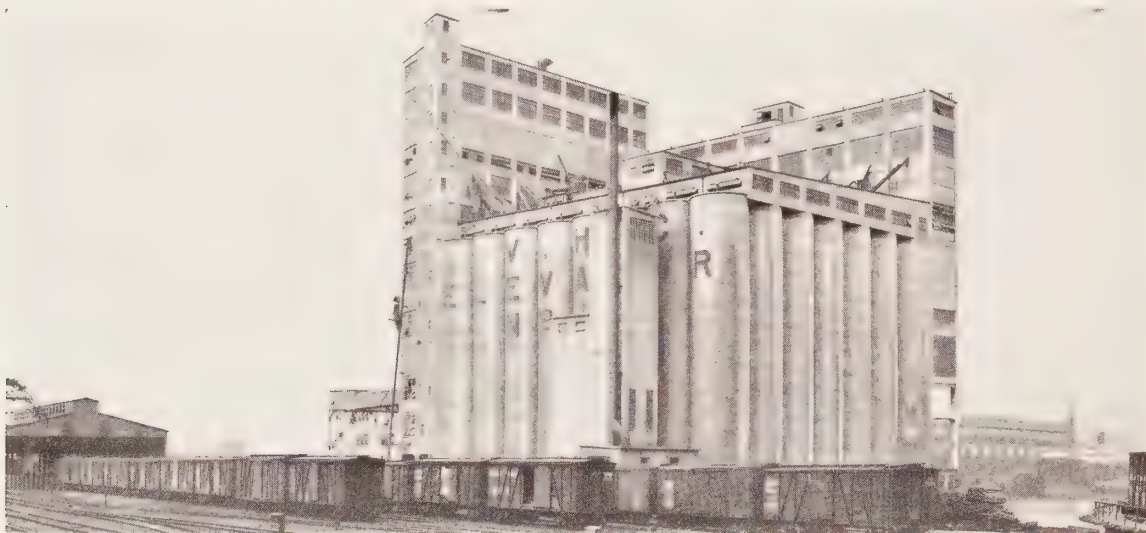
UNION STEAMSHIP COMPANY OF B.C. LTD.: foot of Carrall Street.

Pile and timber structure. Lineal feet of berthing 1100 feet. Depth at low water 20 feet at inner end of pier and 40 feet at outer end of pier. Trackage at south end of pier. Shed area 33,000 sq. feet., capacity 3,300 tons. Equipment for loading and discharging by ship's derricks and adjustable slips for side door loading and discharging. Pier used for B.C. coast freight and passenger service.

There are numerous other wharves serving the Oil Companies, (particulars of which are given elsewhere), the Sugar Refinery and other industries, and providing accommodation for tug boats and fishing fleet, etc.



VANCOUVER HARBOUR COMMISSIONERS' No. 1 ELEVATOR; Capacity, 4,335,000 bushels Photo L. Frank



VANCOUVER HARBOUR COMMISSIONERS' No. 2 ELEVATOR; Capacity, 1,625,000 bushels Photo L. Frank



ALBERTA POOL ELEVATOR; Capacity 5,150,000 bushels

Photo L. Frank

GRAIN ELEVATORS

VANCOUVER HARBOUR COMMISSIONERS' ELEVATORS

No. 1 ELEVATOR AND ANNEX—foot of Salsbury Drive.

Storage and workhouse capacity	4,335,000	bushels
Receiving capacity per hour to storage.....	54,000	"
Loading " " " to ships.....	72,000	"
Drying " " "	1,500	"
Cleaning " " "	25,000	"
Sacking " " "	1,850	"

4 loading berths.

(1,715,000 bushels is leased to Pacific Terminal Elevator Co. Ltd. and operated as a public elevator).

(2,620,000 bushels is leased to Vancouver Terminal Co. Ltd. and operated by them as a semi-public elevator in conjunction with their own elevator).

No. 2 ELEVATOR—foot of Heatley Ave. (Leased to Alberta Wheat Pool):

Storage and workhouse capacity	1,625,000	bushels
Receiving capacity per hour to storage.....	54,000	"
Loading " " " to ships.....	72,000	"
Drying " " "	1,000	"
Cleaning " " "	26,000	"

2 loading berths at the Ballantyne Pier.

No. 3 ELEVATOR—foot of Vernon Drive. (Leased to United Grain Growers Terminals Ltd.)

Storage and workhouse capacity	2,650,000	bushels
Receiving capacity per hour to storage	12,000	"
Loading " " " to ships.....	40,000	"
Drying " " "	1,000	"
Cleaning " " "	16,000	"

2 loading berths on the Jetty worked in conjunction with the Elevator.

PRIVATELY OWNED ELEVATORS

ALBERTA WHEAT POOL—foot of Cassiar St.

(Built on land leased from Vancouver Harbour Commissioners):

Storage and workhouse capacity	5,150,000	bushels
Receiving capacity per hour to storage	54,000	"
Loading " " " to ships.....	72,000	"
Drying " " "	1,000	"
Cleaning " " "	40,000	"

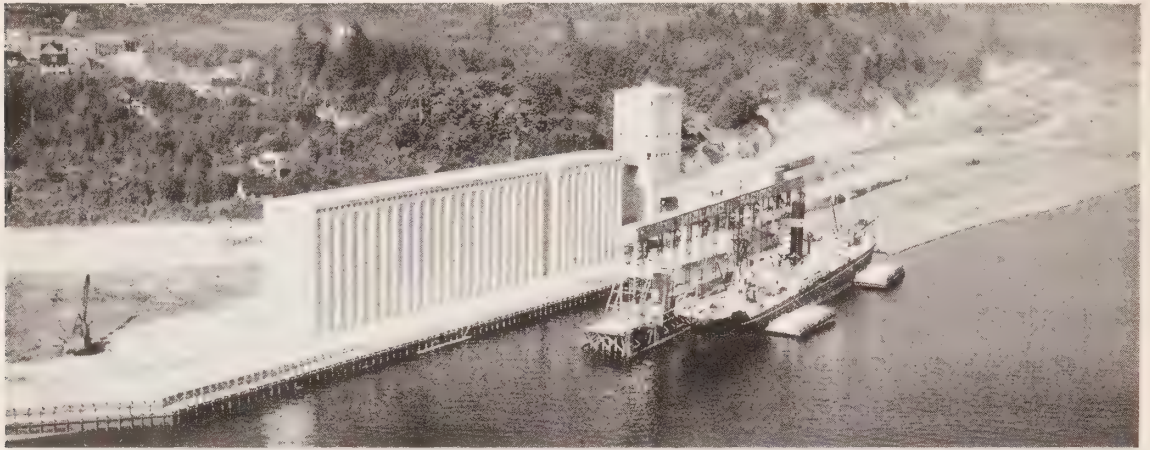
3 loading berths.

VANCOUVER TERMINAL COMPANY, LTD.—foot of Vernon Drive.

(Built on land leased from Vancouver Harbour Commissioners):

Storage and workhouse capacity	2,250,000	bushels
Receiving capacity per hour to storage.....	54,000	"
Loading " " " to ships.....	75,000	"
Drying " " "	1,500	"
Cleaning " " "	29,000	"

5 loading berths, 2 of which are also available for No. 1 Elevator and Annex.



MIDLAND PACIFIC ELEVATOR (Capacity 1,500,000 bushels) on the North Shore



BANANAS BEING TRANS-SHIPED TO EASTERN MARKETS BY REFRIGERATOR CAR.
A new departure for the Port of Vancouver, 194,952 stems of this fruit were imported by water in 1934.



SS. "PACIFIC COMMERCE" of the Canadian Transport Company Limited. Loading lumber at the Harbour Commissioners' Japan Dock, North Vancouver.

MIDLAND PACIFIC ELEVATOR CO. LTD.—foot of St. Andrew's Ave., North Vancouver.

(Built on land leased from Vancouver Harbour Commissioners):

Storage and workhouse capacity	1,500,000	bushels
Receiving capacity per hour to storage.....	7,500	"
Loading " " " to ships.....	30,000	"
Drying " " "	500	"
Cleaning " " "	11,200	"
Sacking " " "	2,200	"
2 loading berths.		

COLUMBIA GRAIN ELEVATOR CO. LTD.—on Wall St. between Slocan and Kaslo.

(Loading berth is on land leased from Vancouver Harbour Commissioners):

Storage and workhouse capacity	333,000	bushels
Receiving capacity per hour to storage.....	8,000	"
Loading " " " to ships.....	16,000	"
Cleaning	4,900	"
1 loading berth.		

DOMESTIC STORAGE**BUCKERFIELD'S LIMITED:**

Storage capacity	400,000	bushels
Sacking capacity per hour (200 lb. sacks).....	600	sacks

VANCOUVER MILLING & GRAIN CO. LTD. (Operated by Buckerfield's Ltd.):

Storage capacity	225,000	bushels
Sacking capacity per hour (200 lb. sacks)	120	sacks

ANCHORAGES

There are four principal anchorages containing berths numbered in order that vessels may have an exact position. The berths are one thousand feet apart which is generally sufficient when lying at single anchor.

ANCHORAGE "A":

In the north-east part of the harbour, contains fourteen berths and is mostly used for vessels when awaiting cargo.

ANCHORAGE "B":

Five berths, in south of Anchorage "A", and is only used in emergency. The holding ground is indifferent.

ANCHORAGE "C":

Three berths, used principally for Government vessels and large visiting yachts.

ANCHORAGE "D":

Three berths, used in loading logs from adjacent mills.

EXPLOSIVE ANCHORAGE:

Vessels arriving with explosives on board must proceed to Explosive Anchorage and report to the Harbour Master for instructions.

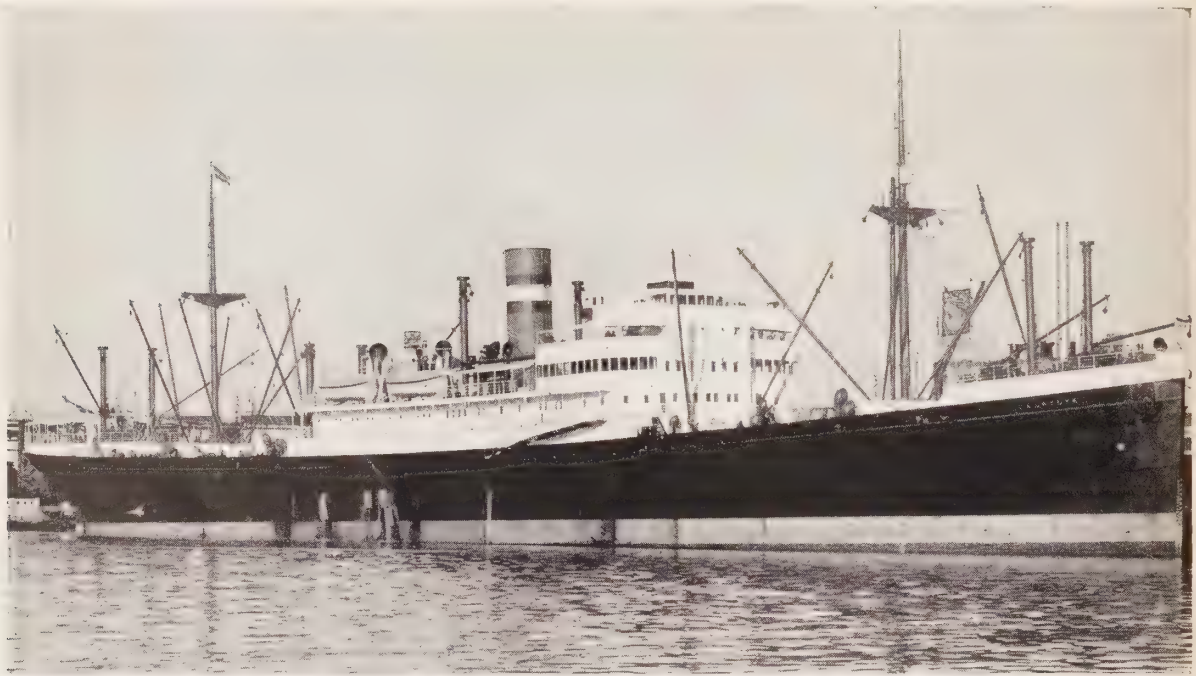
The Explosive Anchorage is in English Bay.

East Boundary—longitude	123°	10'
West " "	123°	11'
North " "	49°	17' 30'
South " "	49°	17'

Vessels requiring an anchoring berth must apply to the Harbour Master and may do so by signal from Prospect Point.

PROHIBITED ANCHORAGE:

A telephone cable has been laid across the harbour between Vancouver City and North Vancouver as charted. Mariners are warned not to anchor in the vicinity of this cable.



M.S. "DELFTDYK" (Gross tonnage 10,220), one of the latest additions to the fleet of the North Pacific Line, joint service of Royal Mail Lines Limited, and Holland America Line, in service between Vancouver and United Kingdom-Continental ports.



THE NORTH GERMAN LLOYD M.V. "WESER" at Ballantyne Pier, loading fruit, lumber and general cargo for United Kingdom and Continental ports.

STATISTICS

In the preparation of the following statistics every care has been taken by the Harbour Commissioners' statistical department to make their figures as accurate as possible. The figures are not in any case approximations but are taken direct from the ship's manifest.

NUMBER OF VESSELS AND REGISTERED TONNAGE ENTERING THE PORT OF VANCOUVER, B.C. 1926 - 1934

- (1) "Local Coastwise" includes all vessels trading in British Columbia waters only.
 (2) "Foreign Coastwise" includes all vessels trading in Puget Sound and Alaska.
 (3) "Deep Sea" includes all vessels trading outside of Cape Flattery.

	Local Coastwise		Foreign Coastwise		Deep Sea		Total	
	No. Ships	Net Tons	No. Ships	Net Tons	No. Ships	Net Tons	No. Ships	Net Tons
1926	17,148	4,268,620	1,548	1,900,942	1,071	3,698,066	19,767	9,867,628
1927	17,770	4,627,880	1,470	1,897,362	1,123	3,779,015	20,363	10,304,257
1928	19,270	4,958,498	1,470	2,109,982	1,344	4,674,091	22,084	11,742,571
1929	20,464	5,281,026	1,537	2,097,206	1,295	4,532,794	23,296	11,911,026
1930	18,894	5,694,115	1,619	2,598,294	1,157	4,313,666	21,670	12,606,075
1931	15,376	4,993,164	1,728	3,112,032	1,036	4,031,192	18,140	12,136,388
1932	13,394	4,388,184	1,464	2,192,984	1,123	4,501,734	15,981	11,082,902
1933	13,196	4,501,296	1,468	1,903,384	1,113	4,492,622	15,777	10,897,302
1934	14,252	4,658,897	1,507	1,933,323	1,211	4,896,232	16,970	11,488,452

PASSENGER TRAFFIC—1934

	ARRIVALS			DEPARTURES		
	Deep Sea	Coastwise	Total	Deep Sea	Coastwise	Total
January	134	14,765	14,899	577	14,366	14,943
February	308	13,978	14,286	475	17,368	17,843
March	694	18,427	19,121	595	19,156	19,751
April	807	23,905	24,712	657	23,178	23,835
May	1,021	29,537	30,558	586	32,648	33,234
June	1,351	41,305	42,656	1,725	45,308	47,033
July	1,356	73,469	74,825	1,310	78,912	80,222
August	830	74,440	75,270	1,115	68,695	69,810
September	725	38,297	39,022	1,238	37,457	38,695
October	650	21,826	22,476	1,515	21,064	22,579
November	464	16,290	16,754	726	16,032	16,758
December	611	22,484	23,095	1,006	19,425	20,431
TOTAL	8,951	388,723	397,674	11,525	393,609	405,134

PASSENGERS HANDLED BY FERRIES WITHIN THE HARBOUR

January	272,514
February	273,459
March	308,019
April	324,155
May	325,989
June	323,337
July	319,442
August	329,376
September	270,069
October	254,837
November	248,503
December	271,014
TOTAL	3,520,714

RECORD OF SHIPPING—1934

DEEP SEA:

	ARRIVALS			DEPARTURES		
	No. of Vessels	Gross Tons	Net Tons	No. of Vessels	Gross Tons	Net Tons
January	110	709,784	435,172	110	714,463	437,358
February	101	626,211	382,121	103	539,146	388,669
March	91	617,966	376,954	94	628,639	385,175
April	95	642,771	393,261	91	596,427	362,858
May	84	549,586	335,178	83	536,884	329,296
June	100	676,831	413,848	95	687,997	420,715
July	107	730,894	445,170	111	727,066	442,389
August	106	720,571	437,564	113	772,063	470,746
September	95	614,254	373,195	89	574,778	350,198
October	106	724,457	438,755	108	728,142	440,122
November	113	736,384	446,986	106	692,417	424,336
December	103	683,178	418,028	104	697,708	420,720
TOTAL	1,211	8,032,887	4,896,232	1,207	7,895,730	4,872,582

FOREIGN COASTWISE:

	ARRIVALS			DEPARTURES		
	No. of Vessels	Gross Tons	Net Tons	No. of Vessels	Gross Tons	Net Tons
January	116	248,112	141,682	117	250,514	143,605
February	113	228,509	129,825	116	229,576	130,542
March	162	262,877	149,856	154	258,730	147,503
April	157	247,455	141,294	167	250,876	143,093
May	138	277,308	152,420	134	271,295	148,985
June	117	339,765	169,294	117	345,754	172,817
July	118	421,245	200,818	124	421,780	200,874
August	140	444,082	213,639	135	443,858	213,548
September	119	396,861	189,420	120	394,402	187,791
October	110	321,232	165,126	117	324,462	167,404
November	105	244,826	139,571	104	242,223	137,933
December	112	246,568	140,378	106	247,788	140,947
TOTAL	1,507	3,678,840	1,933,323	1,511	3,681,258	1,935,042

LOCAL COASTWISE:

	ARRIVALS			DEPARTURES		
	No. of Vessels	Gross Tons	Net Tons	No. of Vessels	Gross Tons	Net Tons
January	948	560,520	313,485	972	565,647	316,185
February	847	500,940	275,926	875	508,932	282,223
March	961	646,340	373,244	955	638,315	368,848
April	936	625,186	358,427	940	625,680	358,440
May	1,148	665,543	361,380	1,133	663,791	359,339
June	1,249	765,069	415,912	1,269	770,564	419,680
July	1,411	989,776	546,934	1,390	981,245	541,872
August	1,522	971,917	540,552	1,493	982,936	546,953
September	1,426	752,057	426,250	1,408	743,964	421,808
October	1,438	658,364	376,610	1,452	664,519	379,778
November	1,313	586,756	336,433	1,267	590,379	339,338
December	1,053	594,864	333,744	1,098	582,891	324,513
TOTAL	14,252	8,317,332	4,658,897	14,252	8,318,863	4,658,977

TRADE BY COUNTRIES (Tons)—1934

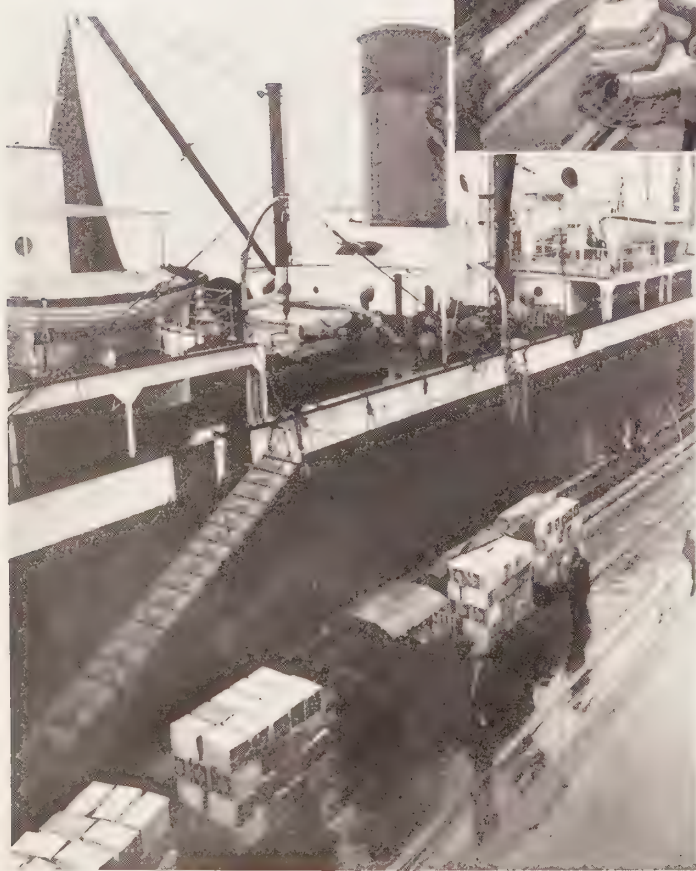
Imports			Exports		
	Imports	Exports		Imports	Exports
Africa—North		4	Mauritius		38
“ —South	12,617	10,795	Malta		1,766
“ —East	2,089	1,130	Madagascar		156
“ —West		570	Mexico		1,939
Argentina	7,490	155	Mesopotamia		21
Arctic		66	Newfoundland		342
Australia	14,714	219,263	New Zealand	3,033	30,645
Belgium	5,120	134,110	Norway	527	5,555
Bolivia		1,913	Palestine		1
Brazil	1,740	3,031	Panama	2,311	3,064
Canary Islands		115	Peru	39,740	9,588
Central America	2,500	1,162	Philippine Islands	4,900	17,268
Chile		1,133	South America (N.O.C.)	763	2,452
China	35,492	136,093	South Sea Islands	17	1,394
Colombia	607	7,190	Spain	7,968	242
Denmark	2	25,997	Straits Settlements	5,458	1,733
East Indies	2,260	5,936	Sweden	791	1,525
Eastern Canada	55,782	27,603	Switzerland		16
Egypt		6,746	United Kingdom	61,793	1,171,056
Finland		50	U.S.A. Pacific	880,005	15,132
Fiji Islands	52,292	2,957	“ Atlantic	4,481	5,661
France	743	144,007	West Indies	28,951	33,389
Germany	4,428	60,392			
Gibraltar		46			
Hawaii	542	3,335	Total Deep Sea	1,313,135	2,622,801
Holland	2,572	47,986	“ Foreign Coastwise	70,428	38,271
India	11,863	1,987	“ British Columbia	1,672,505	542,441
Irish Free State		51			
Italy	823	34,754			
Japan	58,721	441,241	GRAND TOTAL	3,056,068	3,203,513

NOTE: In this and other tables the letters “N.O.C.” opposite any country signify “Not Otherwise Classified.”

TONNAGE OF IMPORTS AND EXPORTS 1926 - 1934

IMPORTS					EXPORTS				
	Local	Foreign				Local	Foreign		
	Coastwise	Coastwise	Deep Sea	Total		Coastwise	Coastwise	Deep Sea	Total
1926.....	3,507,212	52,461	1,122,237	4,681,910	1926.....	598,914	64,651	2,689,947	3,353,512
1927.....	3,176,788	51,178	1,285,389	4,513,355	1927.....	580,062	33,197	2,683,013	3,296,272
1928.....	3,501,045	30,994	1,314,127	4,846,166	1928.....	651,483	44,047	4,358,091	5,053,621
1929.....	3,308,649	42,175	1,718,088	5,068,912	1929.....	868,195	41,629	3,619,153	4,528,977
1930.....	2,784,825	42,600	1,527,364	4,354,789	1930.....	789,089	20,072	2,862,889	3,672,050
1931.....	2,187,100	23,787	1,364,727	3,575,614	1931.....	759,621	25,267	2,932,203	3,717,091
1932.....	1,571,055	19,538	1,272,172	2,862,765	1932.....	545,922	24,063	3,793,105	4,363,090
1933.....	1,528,729	29,819	1,158,763	2,717,311	1933.....	463,813	42,706	2,881,015	3,387,534
1934.....	1,672,505	70,428	1,313,135	3,056,068	1934.....	542,441	38,271	2,622,801	3,203,513

AT RIGHT: SS. "TYNDAREUS"
OF BLUE FUNNEL LINE (Alfred
Holt & Co.) discharging silk at
Ballantyne Pier.



AT LEFT: LOADING
OKANAGAN APPLES FOR
THE UNITED KINGDOM at
Ballantyne Pier, on the
Reardon Smith Line ship SS.
"DEVON CITY."

LOGS & LUMBER, Ft. B.M. 1934

DEEP SEA

	Imports	Exports
January	17,920	35,827,402
February	109,042	39,261,474
March	290,806	21,221,523
April	19,876	19,249,276
May	4,046	26,804,896
June	16,055	31,714,474
July	6,667	40,767,902
August	55,381	46,084,055
September	3,744	26,158,941
October .....	.....	26,154,359
November	118,481	42,505,462
December	10,349	44,876,517
TOTAL	652,367	400,626,281

FOREIGN COASTWISE

	Imports	Exports
January	579,350	525,000
February	2,299,240	989,707
March	7,870,780	350,000
April	4,394,331	527,500
May	4,402,136	366,050
June	1,003,473	350,000
July	2,071,920	.....
August	1,216,918	356,667
September	545,000	359,500
October	417	678,819
November	51,151	175,660
December	340,370	175,000
TOTAL	24,775,086	4,853,903

LOCAL COASTWISE

	Imports	Exports
January	36,239,675	2,606,722
February	33,521,019	2,407,000
March	30,463,400	3,973,237
April	27,254,754	1,605,304
May	40,440,938	1,057,219
June	58,236,669	1,840,355
July	47,850,400	2,197,387
August	70,969,709	4,461,960
September	34,317,595	2,852,260
October	46,969,144	1,845,844
November	42,481,090	2,892,211
December	72,731,168	2,740,942
TOTAL	541,475,561	30,480,441

EXPORTS OF SHINGLES 1934

Country	Bundles
Australia	150
Africa, South	12,904
Eastern Canada	14,589
New Zealand	5,374
United Kingdom	18,588
U.S.A. Pacific	113,482
“ Atlantic	725,973
West Indies	22,430
TOTAL	913,490

EXPORTS OF DOORS 1934

Australia	6
Africa, South	838
Belgium	1,675
China	4
Eastern Canada	200
Mexico	30
Panama	215
United Kingdom	172,718
West Indies	971
TOTAL	176,657

WATERBORNE EXPORTS OF LUMBER, LOGS AND PILES From All British Columbia Ports

Africa	25,275,805
Australia	128,141,120
Belgium	2,997,165
California	1,306,316
Central America	2,328,769
China	108,127,921
Denmark	5,021
East Indies	36,560
Egypt	4,347,843
France	48,245
Germany	123,421
Holland	9,136
India	430,736
Italy	329,554
Japan	80,278,627
Mexico	81,393
New Zealand	2,957,036
South America	1,619,672
South Sea Islands	4,438,565
Sweden	5,165
United Kingdom	455,695,397
U.S.A. Atlantic	451,832
West Indies	13,466,861
Unclassified	26,981,050
Total Lumber Exports, feet B.M.	859,483,210
Total Logs, feet B.C. Scale	172,735,751
Total Piles and Poles, feet lineal	4,480,203

GRAND TOTAL 1,036,699,164

EXPORTS OF LUMBER (Feet B.M.)—1934

Country	Lumber	Logs	Piles	Lath	
				Board Feet	Bundles
Africa—South	4,293,149	157,781	.....	.....	.....
" East	583,852	.....	.....	.....	.....
" West	21,918	.....	.....	.....	.....
Arctic	3,457	.....	.....	.....	.....
Argentina	16,050	.....	.....	.....	.....
Australia	17,998,026	83,674,462	.....	108,129	6,580
Belgium	84,578	.....	.....	.....	.....
Brazil	4,000	.....	.....	.....	.....
Canary Islands	5,061	.....	.....	.....	.....
Central America	81,653	.....	.....	.....	.....
China	26,584,275	15,166,475	1,007,321	50,001	3,000
Colombia	368,803	.....	270,805	.....	.....
Denmark	5,021	452,161	.....	.....	.....
Eastern Canada	9,346,606	.....	2,066	.....	.....
East Indies	58,906	.....	.....	.....	.....
Egypt	4,347,843	.....	.....	.....	.....
France	420,898	.....	.....	.....	.....
Fiji Islands	1,501,150	.....	.....	.....	.....
Germany	123,421	1,862,904	.....	.....	.....
Hawaii	10,317	.....	.....	.....	.....
Holland	9,136	455,515	.....	.....	.....
India	267,650	20,129	.....	.....	.....
Italy	287,024	.....	.....	.....	.....
Irish Free State	32,424	.....	.....	.....	.....
Japan	19,927,787	87,454,451	1,775,344	.....	.....
Mexico	16,193	.....	.....	.....	.....
New Zealand	2,459,323	37,592	.....	112,433	7,620
Newfoundland	227,803	.....	.....	.....	.....
Norway .....	.....	27,228	.....	.....	.....
Panama	1,961,745	.....	.....	.....	.....
Philippines	17,412	41,037	.....	.....	.....
Peru	9,120	.....	.....	.....	.....
Straits Settlements	18,315	.....	.....	.....	.....
South America (N.O.C.)	587,007	.....	.....	.....	.....
South Sea Islands	850,781	.....	.....	.....	.....
Sweden	5,165	.....	.....	.....	.....
United Kingdom	105,379,194	90,240	.....	1,344	80
U.S.A.—Pacific	3,885,777	1,143,526	582,850	2,850	171
" Atlantic	2,002	.....	.....	.....	.....
West Indies	9,176,728	3,970	.....	.....	.....
TOTAL	210,979,570	190,587,471	3,638,386	274,757	17,451
	Lumber	210,979,570	.....	.....	.....
	Logs	190,587,471	.....	.....	.....
	Piles	3,638,386	.....	.....	.....
	Lath	274,757	.....	.....	.....

GRAND TOTAL 405,480,184 F.B.M.

EXPORTS OF GRAIN Crop Year 1933-1934 (Bushels)

Month	Wheat	Oats	Rye	Barley	Total
August, 1933	2,042,109	17,949	600	33,708	2,094,366
September	2,568,148	69,668	.....	35,624	2,673,440
October	4,269,574	165,044	.....	69,484	4,504,102
November	4,011,562	292,630	.....	184,783	4,488,975
December	4,958,625	244,627	.....	59,292	5,262,544
January, 1934	6,329,623	208,884	.....	76,522	6,615,029
February	5,190,455	255,597	.....	100,217	5,546,269
March	4,154,041	472,291	.....	50,476	4,676,808
April	3,053,257	450,488	.....	36,989	3,540,734
May	2,023,849	328,634	.....	12,929	2,365,412
June	3,689,515	400,124	.....	64,894	4,154,533
July	3,935,284	452,032	.....	46,875	4,434,191
TOTAL	46,226,042	3,357,968	600	771,793	50,356,403

EXPORTS OF GRAIN
Calendar Year 1934 (Bushels)

Country	Wheat	Oats	Rye	Barley	Total
Africa, East	3,733	..	..	..	3,733
Belgium	3,716,456	9,411	..	..	3,725,867
Bolivia	63,467	..	..	..	63,467
Central America	19,668	..	..	..	19,668
Chile	37,334	..	..	..	37,334
China	50	47,108	..	9,857	57,015
Colombia	201,007	..	..	..	201,007
Denmark	802,947	..	..	..	802,947
East Indies .....	..	352	18	..	370
France	4,210,876	154,352	..	..	4,365,228
Germany	1,657,420	..	..	..	1,657,420
Holland	1,321,707	131,764	..	..	1,453,471
Italy	1,084,533	..	..	..	1,084,533
Japan	3,730,121	..	..	..	3,730,121
Malta	58,800	..	..	..	58,800
Mexico	5,416	588	..	..	6,004
Norway	177,334	..	..	..	177,334
New Zealand	84,279	..	..	..	84,279
Peru	314,172	..	..	..	314,172
Philippines	701	14,958	..	..	15,659
South America (N.O.C.)	2,083	7,529	..	..	9,612
Sweden	26,133	..	..	..	26,133
Straits Settlements .....	..	2,798	..	90	2,888
United Kingdom	28,842,661	4,081,972	..	772,718	33,697,351
U.S.A. Pacific	426	..	..	..	426
West Indies .....	..	162,775	..	..	162,775
TOTAL	46,361,324	4,613,607	18	782,665	51,757,614

GRAIN IN BUSHELS SHIPPED THROUGH THE PORT OF VANCOUVER, B.C.
Calendar Years

	Wheat	Oats	Barley	Rye	Total
1921.....	1,225,137	25,933	..	..	1,251,070
1922.....	14,289,390	41,958	..	132,535	14,463,883
1923.....	24,283,033	95,234	..	284,750	24,663,017
1924.....	51,218,061	1,696,036	88,541	237,878	53,240,516
1925.....	34,457,526	162,198	238,611	9,857	34,868,192
1926.....	44,759,786	470,120	..	..	45,229,906
1927.....	43,419,592	162,218	..	20,400	43,602,210
1928.....	96,667,350	761,610	132,756	..	97,561,716
1929.....	73,343,937	364,403	275,774	..	73,984,114
1930.....	63,201,685	223,453	12,174	..	63,437,312
1931.....	68,122,549	2,567,374	66,042	85,480	70,841,445
1932.....	95,241,633	7,431,202	2,242,390	91,700	105,006,925
1933.....	63,811,414	3,787,717	1,228,293	600	68,828,024
1934.....	46,361,324	4,613,607	782,665	18	51,757,614

EXPORTS OF CANNED MILK 1934

Country	Cases	Country	Cases
Africa, South	13	Japan	1,800
Australia	320	Malta	60
China	13,360	Mesopotamia	600
East Indies	2,135	Philippines	2,850
Egypt	6,450	South America	885
Fiji Islands	128	Straits Settlements	8,020
Gibraltar	1,250	United Kingdom	6,600
Hawaii	1,000	West Indies	107
India	4,412	TOTAL	49,990

EXPORTS OF FISH 1934 (Tons)

Country	Fresh & Frozen	Salt Salmon	Salt Herring	Salmon Roe	Cured
Africa, South	2	.....	.....	.....	.....
Australia	34	.....	.....	22	19
Belgium	90½	.....	.....	.....	15
China	43	1½	8,084	.....	10½
Denmark	5½	.....	.....	.....	39½
East Indies	15	.....	.....	.....	5
Egypt .....	.....	.....	.....	.....	2
Fiji Islands .....	.....	.....	.....	.....	3
France	406	.....	.....	9	.....
Germany .....	.....	.....	.....	.....	298
Hawaii	½	.....	.....	.....	6½
Holland	36	.....	.....	.....	½
India	4	.....	.....	.....	.....
Italy	½	.....	.....	.....	.....
Japan	7	4,967	7,041	1,630	.....
Norway	6	.....	.....	.....	13½
New Zealand .....	.....	.....	.....	.....	5
Philippines	5	.....	.....	.....	.....
Straits Settlements	13	.....	.....	.....	½
Sweden .....	.....	.....	.....	.....	81½
United Kingdom	1,524	.....	.....	.....	80½
U.S.A. Pacific	197½	.....	.....	.....	83
West Indies	4½	.....	.....	.....	3
TOTAL	2,394	4,968½	15,125	1,661	666

Fresh and Frozen	2,394
Salt Salmon	4,968½
Salt Herring	15,125
Salmon Roe	1,661
Cured	666

TOTAL 24,814 tons

EXPORTS OF CANNED FISH (Cases)—1934

Country	Canned Salmon	Canned Pilchards	Country	Canned Salmon	Canned Pilchards
Australia	260,126	8,975	India	7,671	.....
Africa—North	100	.....	Japan	49	.....
“ —South	58,912	345	Mauritius	1,055	.....
“ —East	1,743	.....	Norway	50	.....
“ —West	1,154	.....	New Zealand	45,082	2,345
Belgium	22,484	.....	Panama	865	10
Bolivia	295	.....	Palestine	30	.....
Canary Islands	50	.....	Peru	230	.....
Central America	10	.....	Philippines	3,550	.....
Chile	275	.....	South America (N.O.C.)	2,132	70
China	1,081	.....	Straits Settlements	578	.....
Colombia	25	.....	South Sea Islands	3,073	10
Denmark	291	5	Switzerland	400	.....
East Indies	1,537	.....	Sweden	50	.....
Eastern Canada	176,486	1,100	United Kingdom	291,405	.....
Egypt	280	.....	U.S.A., Pacific	2,063	.....
Fiji Islands	4,389	890	West Indies	12,790	930
France	119,990	.....	TOTAL	1,023,493	14,680
Germany	2,936	.....	Canned Salmon	1,023,493	.....
Gibraltar	100	.....	Canned Pilchards	14,680	.....
Irish Free State	50	.....	TOTAL	1,038,173 cases	.....
Italy	106	.....		

EXPORTS OF FISH MEAL

(Tons)—1934

Belgium	220 ¹ / ₂
Eastern Canada ..	160
France	56
Germany	361
Holland	2,436 ¹ / ₂
Italy	56
Japan	70 ¹ / ₂
U.S.A. Pacific ..	461
United Kingdom ..	4,928
TOTAL	8,749 ¹ / ₂

EXPORTS OF PULP

1934

Country	Tons
Australia	27
Brazil	759
Belgium	734
China	1,916
East Indies	119 ¹ / ₂
France	564 ¹ / ₂
Germany	110 ¹ / ₂
Holland	1,101 ¹ / ₂
Italy	178 ¹ / ₂
Japan	13,480 ¹ / ₂
Mexico	1,798
New Zealand	169 ¹ / ₂
Spain	242
U.S.A. Atlantic ..	369
United Kingdom ..	2,320
TOTAL	23,889 ¹ / ₂

EXPORTS OF APPLES

1934

Country	Boxes
Africa, South	3,497
" East	219
Belgium	15
Brazil	3,214
China	21,685
Denmark	755
East Indies	325
Fiji Islands	410
France	3,780
Holland	1,512
India	420
New Zealand	2,126
Philippines	13,470
Straits Settlements ..	700
United Kingdom ..	118,991
U.S.A. Pacific	4
TOTAL	171,033

EXPORTS OF FLOUR

1934

Country	Barrels
Australia	61
Africa, East	102
Canary Islands	1,093
Central America ..	15,594
China	224,030
Denmark	4,364
East Indies	15,064
Fiji Islands	62
France	2,095
Hawaii	52
India	59
Italy	15,777
Japan	254,657
Madagascar	1,600
New Zealand	79,240
Panama	125
Philippines	100,371
South America	5,367
Straits Settlements ..	891
United Kingdom	130,574
West Indies	122,427
TOTAL	973,605

EXPORTS OF PAPER

(Tons)—1934

Country	Newsprint	Kraft
Africa, East .....	..	38
Argentina	125 ¹ / ₂	
Australia	6,698 ¹ / ₂	10
Central America	50 ¹ / ₂	
China	7,265 ¹ / ₂	611 ¹ / ₂
Chile	2	
Colombia .....	..	16 ¹ / ₂
East Indies	1,724 ¹ / ₂	
Fiji Islands	9 ¹ / ₂	15 ¹ / ₂
Hawaii	2,340 ¹ / ₂	1 ¹ / ₂
India	20 ¹ / ₂	
Japan	25,707 ¹ / ₂	7,164 ¹ / ₂
New Zealand	1,140 ¹ / ₂	30 ¹ / ₂
Peru	63 ¹ / ₂	
Philippines	1,031	134 ¹ / ₂
South America (N.O.C.) ..	214	
Straits Settlements	768 ¹ / ₂	15 ¹ / ₂
U.S.A. Pacific	44 ¹ / ₂	24 ¹ / ₂
West Indies	209	29 ¹ / ₂
TOTAL	47,415 ¹ / ₂	8,091
Newsprint		47,415 ¹ / ₂
Kraft		8,091
TOTAL		55,506 ¹ / ₂

EXPORTS OF BAR METAL AND CONCENTRATES 1934 (Tons)

Country	Lead	Zinc	Concentrates	Country	Lead	Zinc	Concentrates
Argentina	11	17½	.....	Norway	33½	.....	.....
Africa South	834½	62	.....	Peru .....	.....	11	.....
Brazil	1,798	387	.....	Sweden	577	.....	.....
Belgium	896	686	18,784½	South America NOC	140½	.....	.....
China	4,825½	855	.....	United Kingdom ...	1,990½	826	4,623
Colombia	21½	.....	.....	U.S.A. Pacific .....	.....	63½	.....
Denmark	448	.....	.....		
France .....	.....	414½	8,183½	TOTAL	12,831½	7,879	38,371
Germany	576½	112	4,956½	Lead .....	.....	12,831½	.....
Holland	17	.....	.....	Zinc .....	.....	7,879	.....
India .....	.....	1,055½	.....	Concentrates .....	.....	38,371	.....
Japan	662	3,389	1,823½	TOTAL .....	.....	59,081½	tons

EXPORTS OF FISH OIL
(Tons)—1934

Australia	4
Eastern Canada	243½
Germany	1½
Holland	1,477
Norway	120
United Kingdom ...	1,387
TOTAL	3,233



LEAD CONCENTRATES FROM FIELD, B.C., being loaded on the SS. Arlington Court for shipment to Europe.

PORT OF VANCOUVER, B.C.
VESSEL & CARGO MOVEMENT 1930 TO 1934 INCLUSIVE.

<u>No. OF VESSELS (ALL CLASSES) ENTERING.</u>	
<u>YEAR.</u>	<u>NUMBER.</u>
1930.	21,670
1931.	18,140
1932.	15,981
1933.	15,777
1934.	16,970

<u>NETT. TONNAGE (ALL CLASSES) ENTERING.</u>	
	<u>TONS.</u>
	12,606,075
	12,136,388
	11,082,902
	10,897,302
	11,488,452

<u>No. OF VESSELS (ALL CLASSES) CLEARING.</u>	
1930	21,647
1931	18,182
1932	15,974
1933	15,769
1934	16,970

<u>NETT. TONNAGE (ALL CLASSES) CLEARING.</u>	
	12,587,883
	12,143,455
	11,186,252
	10,911,577
	11,466,601

<u>No. OF VESSELS (ALL CLASSES) TOTAL.</u>	
1930.	43,317
1931	36,322
1932	31,955
1933.	31,546
1934.	33,940

<u>NETT. TONNAGE (ALL CLASSES) TOTAL.</u>	
	25,193,958
	24,279,843
	22,269,154
	21,808,879
	22,955,053

WATERBORNE COMMERCE.

<u>WATERBORNE IMPORTS (ALL CLASSES)</u>	
<u>YEAR.</u>	<u>TONS.</u>
1930.	4,354,789
1931	3,575,614
1932	2,862,765
1933	2,717,311
1934	3,056,068

<u>WATERBORNE EXPORTS (ALL CLASSES)</u>	
1930	3,672,050
1931	3,717,091
1932	4,363,090
1933	3,387,534
1934	3,203,513

<u>WATERBORNE IMPORTS & EXPORTS (ALL CLASSES) TOTAL.</u>	
1930	8,026,839
1931	7,292,705
1932	7,225,855
1933	6,104,845
1934	6,259,581

OCEAN-GOING VESSELS SINCE 1909

Year	No. of Vessels	Net Tons	Britain	U.S.A.	Japan	Norway	France	Holland	Denmark	Jugo Slavia	Sweden	Russia	Mexico	Peru	Chile	Cyprus	Italy	China	Spain	Nicaragua	Panama	Germany	Belgium	Greece	Guatemala	Finland	Steamers	Motor Vessels	Sailing Vessels
1909	71	195,789	36	20	..	7	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	..	..	..	..	51	..	20
1910	84	236,579	56	12	..	1	1	..	..	..	..	1	3	..	..	..	..	..	..	..	..	10	..	..	..	..	72	..	12
1911	93	351,098	54	27	..	7	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	..	..	..	..	77	..	16
1912	112	288,656	59	37	4	5	..	..	1	..	1	..	..	..	3	..	1	..	..	..	..	1	..	..	..	..	102	..	10
1913	132	365,953	67	48	4	1	..	..	1	..	1	2	..	..	1	..	..	..	..	..	..	7	..	..	..	..	118	..	14
1914 No Records Available																													
1915	237	683,538	76	115	37	2	..	..	1	..	..	5	1	..	..	..	..	..	..	..	..	..	..	..	..	..	225	..	12
1916	343	928,006	102	175	46	14	..	..	2	..	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	327	..	16
1917	240	768,094	87	102	34	13	..	..	1	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	230	1	9
1918	298	851,186	96	146	41	10	..	..	2	..	1	1	..	..	1	..	..	1	..	..	..	..	..	..	..	..	275	14	9
(Nine Months only of 1918)																													
1919	328	1,016,177	122	114	28	17	32	3	5	..	..	..	7	..	..	..	..	..	..	..	..	..	..	..	..	..	316	4	8
1920	336	1,163,699	154	150	15	3	9	3	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	316	9	11
1921	496	1,867,265	190	190	84	5	4	10	6	..	6	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	481	10	5
1922	717	2,474,724	303	225	122	25	15	17	7	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	659	52	6
1923	845	2,804,883	338	283	129	37	18	15	8	..	7	..	..	..	..	..	1	..	1	..	..	7	..	..	..	..	778	55	12
1924	1,009	3,404,355	422	293	123	71	19	20	21	..	11	..	2	..	2	..	4	..	2	2	5	12	..	..	..	..	924	76	9
1925	916	3,175,885	376	285	147	28	19	17	11	..	12	..	..	..	..	..	3	..	..	1	1	12	1	3	..	..	790	118	8
1926	1,071	3,698,066	430	283	158	63	23	21	24	..	21	..	..	..	..	..	19	..	..	..	5	18	5	1	..	..	869	197	5
1927	1,123	3,779,015	445	327	155	54	25	22	25	..	24	..	..	..	..	..	23	..	..	..	3	18	..	..	2	..	880	241	2
1928	1,344	4,764,091	533	352	222	69	20	23	37	..	32	..	..	..	1	..	18	..	1	..	2	35	..	..	..	..	1047	297	..
1929	1,295	4,532,794	466	372	219	68	22	23	28	..	27	..	1	..	..	..	17	..	..	1	1	45	4	1	..	..	960	332	3
1930	1,157	4,313,666	394	337	169	87	24	24	23	..	28	..	..	..	..	..	15	..	..	..	..	42	13	..	1	..	791	365	1
1931	1,036	4,031,192	349	292	119	88	20	22	36	..	31	..	..	..	..	..	21	..	..	..	1	46	11	..	..	..	664	372	..
1932	1,123	4,501,734	451	241	146	108	19	23	35	..	33	..	..	..	..	1	17	..	..	..	2	43	3	1	..	..	690	433	..
1933	1,113	4,492,622	434	234	165	102	22	24	37	1	28	..	..	..	..	..	16	..	..	..	4	43	3	..	..	..	663	450	..
1934	1,211	4,896,232	476	245	164	116	28	42	33	..	34	..	..	..	..	..	17	..	..	..	4	45	..	..	..	..	713	498	..

TABLE OF DISTANCES BETWEEN VANCOUVER AND PRINCIPAL PORTS 10 KNOTS

Vancouver to—	Nautical Miles	Time of Voyage	Vancouver to—	Nautical Miles	Time of Voyage
Adelaide	7,753	32 days	Liverpool (p)	8,547	36 days
Aden	10,725	45	London (p)	8,859	36
Alexandria (s)	12,271	51	Madras	9,721	40
Antwerp (p)	8,899	37	Manila	5,969	25
Astoria	280	28 hours	Manzanillo (p)	2,300	9
Auckland	6,205	26 days	Marseilles (p)	9,143	37
Baltimore (p)	6,013	25	Mazatlan	2,160	9
Batavia	7,369	30	Montreal (p)	7,260	30
Bombay	9,536	39	Newcastle (p)	9,065	38
Bordeaux (p)	8,724	36	New Orleans (p)	5,497	22
Boston (p)	6,290	26	New York	6,089	25
Bremen (p)	9,148	37	Panama	4,077	16
Brisbane	6,440	26	Philadelphia	6,055	25
Bristol (p)	8,624	35	Port Said (p)	10,353	43
Buenos Aires (m)	8,336	34	Port Said (s)	12,124	50
Calcutta	8,639	35	Portland	380	38 hours
Callao	4,991	21	Quebec (p)	7,125	29 days
Cape Town (p)	10,527	43	Rangoon	8,167	33
Cape Town, via Colombo	11,017	46	Rio (p)	8,345	34
Colombo	8,586	35	Rotterdam (p)	8,911	37
Copenhagen (p)	9,326	38	Salina Cruz	2,950	12
Galveston (p)	5,617	23	San Francisco	820	3.5
Gibraltar (p)	8,453	35	San Pedro	1,180	4.5
Glasgow (p)	8,742	36	Seattle	125	12.5 hrs.
Halifax (p)	6,455	26	Shanghai	5,230	21 days
Hamburg (p)	9,166	37	Singapore	7,089	29
Havana (p)	3,014	20	Swansea (p)	8,586	35
Havre (p)	8,720	36	Sydney	6,848	28
Hongkong	5,800	24	Valparaiso	5,938	25
Honolulu	2,409	10	Vladivostok	5,200	21
Karachi	10,199	42	Yokohama	4,280	17
Kingston, Jamaica	4,777	20			

(p) via Panama Canal; (s) via Suez Canal; (m) via Magellan.

The distance from Vancouver to Cape Flattery is 144 nautical miles, and the open sea is not reached until Cape Flattery is passed.



SS. "IXION", OF BLUE FUNNEL LINE (Alfred Holt & Co.), discharging cargo from Orient at Ballantyne Pier.



M.S. "FELLA", of the Libera Line, 7000-ton Refrigerator Ship in service between Vancouver and Mediterranean ports.



MV. "FLORIDA MARU" (gross tonnage 5845), "K" Line vessel of the Yamashita Shipping Company, in regular service between Vancouver and the Orient.



ONE OF THE MOTOR POWER UNITS in service on the Vancouver Harbour Commissioners Terminal Railway.

VANCOUVER CONSULAR CORPS

Country	Tel. No.	Rank	Name	Address
ARGENTINA	S. 7365	Vice Consul	F. W. Bernard	1435 Pendrell St.
BELGIUM	S. 2943	Consul General	J. Van Rickstal	470 Granville St.
"	S. 8848	Consul	L. Ladner	470 Granville St.
BOLIVIA	S. 4737	Consul	C. Johnson	Marine Building
BRAZIL	S. 625	Vice Consul	A. P. Watkins	410 Seymour St.
CHILE & COLOMBIA	S. 8872	Consul	H. J. Morris	550 Beatty St.
CHINA	S. 2038	Consul	Lai Ping-Yang	510 W. Hastings St.
COSTA RICA	S. 4133	Consul	F. G. T. Lucas	Marine Building
DENMARK	T. 2975	Consul	L. L. Jessen	402 W. Pender St.
"	T. 2975	Vice Consul	Knud Faber	402 W. Pender St.
ECUADOR	S. 4737	Vice Consul	R. D. Williams	Marine Building
FINLAND	S. 9040	Consul	G. W. Tornroos	551 Howe Street
FRANCE	S. 9588	Consul	Paul Suzor	Marine Building
"	S. 9588	Vice Consul	Pierre Mory	Marine Building
GUATEMALA	S. 4407	Consul	H. E. Hacking	325 Howe St.
ITALY	S. 3710	Vice Consul	P. Colbertaldo	Dominion Building
JAPAN	S. 836	Consul	Ko Ishii	Marine Building
LATVIA	S. 696	Consul	W. Savage	744 W. Hastings
MEXICO	S. 5022	Consul	F. Barrera Guerra	Credit Foncier Bldg.
NETHERLANDS	T. 6201	Consul	M. A. Van Roggen	525 Seymour Street
NORWAY	S. 3891	Consul	C. B. Stahlschmidt	429 Pender St. W.
"	S. 5151	Vice Consul	C. J. Bjerke	425 Carrall St.
PANAMA	Bay. 4628	Consul	E. Johnson	4511 Beverley Crescent
PARAGUAY	S. 8225	Consul	H. W. Colgan	510 W. Hastings St.
PERU	S. 4924	Consul	Luna de la Puente	850 W. Hastings St.
SALVADOR	S. 726	Consul	Hugh Dalton	402 W. Pender St.
SIAM	T. 3731	Consul General	W. J. M. Watson-Armstrong	402 W. Pender St.
SPAIN	S. 7365	Vice Consul	P. F. Bernard	1435 Pendrell St.
SWEDEN	T. 2329	Consul	A. Stahl	337 Carrall St.
SWITZERLAND	S. 7465	Consul	E. Baeschlin	402 W. Pender St.
UNITED STATES	S. 2214	Consul General	J. K. Davis	Marine Building
"	S. 2214	Consul	H. N. Cookingham	Marine Building
"	S. 2214	Consul	H. T. Goodier	Marine Building
"	S. 2214	Consul	Wm. E. Beitz	Marine Building
"	S. 2214	Vice Consul	W. M. Walsh	Marine Building
"	S. 2214	Vice Consul	A. C. Owen	Marine Building
"	S. 2214	Vice Consul	N. P. Meeks	Marine Building
URUGUAY	T. 5733	Vice Consul	C. E. Disher	Marine Building
VENEZUELA	T. 3481	Consul	H. F. Harrison	Marine Building

CUSTOMS BROKERS

Alcock, K. J. & Co.	744 West Hastings St.	James, W. A.	837 West Hastings St.
Arkley, J. M.	991 West Hastings St.	Leith & Dyke Ltd.	325 Howe St.
Cottrell, G. H. Ltd.	349 Railway St.	McCreery, Joseph	413 Granville St.
Crickmay, A. E.	1031 West Pender St.	MacLeod's Ltd.	325 Howe St.
Davidson Wright Ltd.	325 Howe St.	Milne & Craighead	844 West Hastings St.
Dennison & Raines	425 Howe St.	Thomson, Stewart	325 Howe St.
Hunter & Davidson	744 West Hastings St.	Turnbull Bros.	325 Howe St.



VIEW FROM WEST VANCOUVER, looking directly into Vancouver harbour through the First Narrows, with the City in the background, and in the distance, towering above it, the dim outlines of Mount Baker, Washington.

SHIPS' PROTECTION CLUBS

	Representatives
American Steamship Owners Mutual Protection and Indemnity Association	Griffin, Montgomery & Smith 602 West Hastings Street
Assurance Foreningen Skuld of Oslo and Copenhagen	—do—
Assurance Foreningen Gard of Norway	—do—
Balfour, Kessler Agencies Inc., of San Francisco	—do—
British Steamship Owners Association	—do—
Danish Shipowners' Defence Assoc., Copenhagen	—do—
Mercantile Marine Service Association	—do—
Newcastle Protection & Indemnity Association	—do—
Navigators' & General Insurance Co. Ltd., London	—do—
Pacific Marine Insurance Agency of San Francisco	—do—
Pacific Coast Protection and Indemnity Pool	—do—
Shipowners' Claims Bureau Inc., of New York	—do—
Standard Steamship Owners' Protection and Indemnity Association Ltd.	—do—
Standard Shipowners' Mutual Freight, Demurrage and Defence Association of London	—do—
Sunderland Steamship Protecting & Indemnity Association of London	—do—
Swedish Shipowners' Defence Association of Stockholm	—do—
United Kingdom Mutual Steamship Assurance Association	—do—
United Kingdom Freight, Demurrage and Defence Association of Newcastle-upon-Tyne	—do—
German Shipowners' Protection Association	C. Gardner Johnson Co. Ltd. 989 West Hastings Street
West of England Protection and Indemnity Association	—do—
Northern Shipowners' Association of Oslo, Norway	—do—
Imperial Merchant Service Guild.....	Davis, Pugh, Davis, Hossie, Ralston & Lett, 626 West Pender Street
North of England Protection & Indemnity Association	Lawson & Clark, 510 West Hastings Street

MARINE SURVEYORS

The Port Warden—appointed by the Minister of Marine—is the official surveyor of ships and their cargoes.

Below are the names and addresses of Marine Surveyors in the City:

British Corporation Register of Shipping and Aircraft, 355 Burrard Street. W. A. Wallace, Surveyor; Wm. N. Kelly, Surveyor (non-exclusive); W. D. McLaren, M.I.N.A., (non-exclusive).

Lloyd's Register of Shipping, 355 Burrard Street. A. Scott, Surveyor.

Board of Marine Underwriters of San Francisco, 850 West Hastings St. Capt. F. L. Clarke, Surveyor; Capt. A. B. Watson, Surveyor.

Salvage Association of London, 355 Burrard Street. T. C. Warkman, Surveyor.

Bureau Veritas, 355 Burrard Street. John Lockhart, Surveyor.

John Gould, 423 Hamilton Street.

Wm. N. Kelly, 837 W. Hastings Street.

W. D. McLaren, M.I.N.A., 805 Metropolitan Building.

REGULAR STEAMSHIP LINES OPERATING FROM VANCOUVER

Trade Routes: (1) Europe; (2) Orient; (3) Australia, New Zealand, Hawaii, Fiji; (4) Atlantic Coast of United States and Canada; (5) Central and South America and West Indies; (6) California; (7) South Africa; (8) Foreign and Local Coastwise.

Trade Route	Steamship Line	Flag	Vancouver Agents	Office Address	Phone
(6)	Admiral Line (Pacific S.S. Co.)	U.S.	Pacific Steamship Lines Ltd.	465 Howe St.	Sey. 2393
(1)	Anglo Canadian Shipping Co. Ltd.	Chart.	Anglo Canadian Shipping Co. Ltd.	425 Howe St.	Sey. 5277
(4)	Argonaut Line	U.S.	B. W. Greer & Son Ltd.	602 W. Hastings St.	Sey. 7929
(3)	Australian Despatch Line	Chart.	B.C. Shipping Agencies Ltd.	355 Burrard St.	Sey. 4737
(1)	Ben Line Steamers Ltd.	Br.	Anglo Canadian Shipping Co.	425 Howe St.	Sey. 5277
(8)	Bervin Steamship Co.	Br.	Bervin Steamship Co.	325 Howe St.	Sey. 3880
(2)	Blue Funnel Line	Br.	Dodwell & Co. Ltd.	355 Burrard St.	Sey. 9576
(1)	Blue Star Line	Br.	American Mail Line Ltd.	465 Howe St.	Sey. 2393
(8)	Border Line Navigation Co. Ltd.	Br.	Dodwell & Co. Ltd.	355 Burrard St.	Sey. 9576
(8)	Border Line Trans. Co.	U.S.	Dodwell & Co. Ltd.	355 Burrard St.	Sey. 9576
(2)	British Canadian Steamship Line	Br.	Ocean Shipping Co. Ltd.	425 Howe St.	Trin. 5481
(3)	Canadian-Australasian Line	Br.	Canadian-Australasian Line	999 W. Hastings St.	Sey. 6765
(8)	Canadian National Steamships	Br.	Canadian National Steamships	Foot Main St.	Sey. 8420
(2) (8)	Canadian Pacific Steamships Ltd.	Br.	Canadian Pacific Steamships	Pier B-C	Trin. 1151
(1)	Canadian Transport Co.	Chart.	Canadian Transport Co.	837 W. Hastings St.	Sey. 8523
(1)	Cie. Gle. Transatlantique	Fr.	Empire Shipping Co. Ltd.	966 W. Hastings St.	Sey. 5380
(8)	Coast Steamship Co. (1922) Ltd.	Br.	Coast Steamship Co. (1922) Ltd.	325 Howe St.	Sey. 5281
(1)	Compagnie Maritime Belge	Belg.	Harvey Shipping Co.	837 W. Hastings St.	Trin. 4201
(1)	Donaldson Line	Br.	Balfour Guthrie & Co. (Can.) Ltd.	744 W. Hastings St.	Sey. 6311
(1)	East Asiatic Line	Dan.	B. L. Johnson Walton Co. Ltd.	355 Burrard St.	Trin. 2641
(1)	Fruit Express Line	Nor.	B. W. Greer & Son Ltd.	602 W. Hastings St.	Sey. 7929
(1)	Furness Line	Br.	Furness (Pacific) Ltd.	355 Burrard St.	Trin. 3481
(5)	Grace, W. R. & Co.	U.S.	C. Gardner Johnson Ltd.	991 W. Hastings St.	Sey. 901
(5)	Gulf Pacific Mail Line	U.S.	Dingwall Cotts & Co.	325 Howe St.	Sey. 4407
(1)	Hamburg-American Line	Ger.	Dingwall Cotts & Co.	325 Howe St.	Sey. 4407
(1)	Harrison	Br.	B. W. Greer & Son Ltd.	602 W. Hastings St.	Sey. 7929
(1)	Holland America Line	Dutch	Royal Mail Lines Ltd.	355 Burrard St.	Trin. 2631
(6)	Imperial Oil Limited	U.S.	B. L. Johnson Walton Co. Ltd.	355 Burrard St.	Trin. 2641
(1)	Inter-Ocean	U.S.	Canada Shipping Co. Ltd.	355 Burrard St.	Doug. 240
(4)	Isthmian Line	U.S.	B. W. Greer & Son Ltd.	602 W. Hastings St.	Sey. 7929
(1)	Johnson Line	Swed.	C. Gardner Johnson Ltd.	991 W. Hastings	Sey. 901
(6)	Kingsley Navigation Co. Ltd.	Br.	Kingsley Navigation Co. Ltd.	Foot Campbell Ave	High 4544
(1)	Klaveness Line	Nor.	Balfour Guthrie & Co.	744 W. Hastings St.	Sey. 6311
(5)	Knutson Line	Nor.	Balfour Guthrie & Co.	744 W. Hastings St.	Sey. 6311
(5)	Latin America Line	Nor.	B.C. Shipping Agencies Ltd.	355 Burrard St.	Sey. 4737
(4)	McCormick Intercoastal	U.S.	Kingsley Navigation Co. Ltd.	Foot Campbell Ave.	High 4544

Route Trade	Steamship Line	Flag	Vancouver Agents	Office Address	Phone
(2)	Mitsubishi	Japan	C. Gardner Johnson Ltd.	991 W. Hastings St.	Sey. 901
(2)	Mitsui & Co.	Japan	Canada Shipping Co.	355 Burrard St.	Doug. 240
(1)	Navigazione Libera Triestina	Italy	Empire Shipping Co.	966 W. Hastings St.	Sey. 5380
(1)	North German Lloyd	Ger.	Dodwell & Co. Ltd.	355 Burrard St.	Sey. 9576
(8)	Northland Transportation Co.	U.S.	None		
(2)	Nippon Yusen Kaisha	Japan	B. W. Greer & Son Ltd.	602 W. Hastings St.	Sey. 7929
(3)	Oceanic & Oriental Navigation Co.	U.S.	Dingwall Cotts & Co.	325 Howe St.	Sey. 4407
(1)	Olsen Line, Fred	Nor.	Anglo-Canadian Shipping Co.	425 Howe St.	Sey. 5277
(5)	Pacific Argentine & Brazil	U.S.	Kingsley Navigation Co. Ltd.	Foot Campbell Ave.	High. 4544
(1)	Reardon Smith Line	Br.	Reardon Smith Line (Can) Ltd.	837 W. Hastings St.	Trin. 4264
(1)	Royal Mail Line	Br.	Royal Mail Lines Ltd.	355 Burrard St.	Trin. 2631
(2)	Silver-Java-Pacific Line	Dutch	Dingwall Cotts & Co.	325 Howe St.	Sey. 4407
(7)	South African Despatch	Chart.	B.C. Shipping Agencies Ltd.	355 Burrard St.	Sey. 4737
(2)	Tacoma Oriental Steamship Co.	U.S.	American Mail Line Ltd.	465 Howe St.	Sey. 2393
(3)	Transatlantic SS. Co. Ltd.	Swed.	Empire Shipping Co. Ltd.	966 W. Hastings St.	Sey. 5380
(6)	Union Oil Co. of California	U.S.	C. Gardner Johnson Ltd.	991 W. Hastings St.	Sey. 901
(8)	Union Steamships Limited	Br.	Union SS. Co. of B.C. Ltd.	Union Pier	Trin. 1321
(3)	Union SS. Co. of New Zealand	Br.	Canadian-Australasian Line Ltd.	999 W. Hastings St.	Sey. 6765
(2)	United Ocean Transport	Japan	Empire Shipping Co. Ltd.	966 W. Hastings St.	Sey. 5380
(8)	Vancouver Barge Trans. Ltd.	Br.	Vancouver Barge Trans. Ltd.	Foot Rogers St.	High. 829
(4)	Vancouver-St. Lawrence	Br.	Canadian Transport Co. Ltd.	837 W. Hastings St.	Sey. 8523
(5)	Vancouver-West Indies	Chart.	Canadian Transport Co. Ltd.	837 W. Hastings St.	Sey. 8523
(8)	Waterhouse, F. Co. Ltd.	Br.	F. Waterhouse Co. Ltd.	470 Granville St.	Sey. 4206
(5)	Westfal-Larsen Co.	Nor.	Empire Shipping Co. Ltd.	966 W. Hastings St.	Sey. 5380
(2)	Yamashita Kisen Kaisha	Japan	Yamashita Shipping Co.	355 Burrard St.	Sey. 1741



VANCOUVER HARBOUR COMMISSIONERS, VANCOUVER, B.C.

STATEMENT OF INCOME AND EXPENDITURE

for the year ended 31st December, 1934

INCOME ON REVENUE ACCOUNT

Items	Totals	Grand Totals
Piers and Wharves—		
Ballantyne Pier	\$ 256,301.27	
Lapointe Pier and No. 1 Jetty	112,114.75	
Fish Wharf	44,232.82	
	\$	
Terminal Railway	412,648.84	
Elevator No. 2	144,591.09	
Elevator No. 3 and Jetty	21,050.04	
Granville Island—Rentals, etc.	98,833.67	
Harbour Dues	43,466.85	
Cargo Rates	121,968.76	
Water Lot Rentals	410,555.21	
Rentals	36,551.41	
Miscellaneous Revenue	203,044.40	
Interest	21,919.04	
	23,277.88	
Total Income on Revenue Account		\$ 1,537,907.19

RECEIPTS ON CAPITAL ACCOUNT

Dominion Government Advances. on loan, covering which Debentures have been issued to the Government of the Dominion of Canada under "The Vancouver Harbour Advances Act," 1929

352,659.00

Advances to be Applied for—Debentures to be issued when advances received:

Balance at 31st December, 1934 \$729,621.23

Balance at 31st December, 1933 330,403.14

399,218.09

Bank Loans—Reconstruction of Second Narrows Bridge

751,877.09

730,566.64

1,482,443.73

Grand Total Receipts, Year 1934

\$ 3,020,350.92

EXPENDITURE ON REVENUE ACCOUNT:

Items	Totals	Grand Totals
Piers and Wharves— Operation and maintenance:		
Ballantyne Pier	\$208,359.23	
Lapointe Pier and No. 1 Jetty	94,802.49	
Fish Wharf	29,968.91	
	\$333,130.63	
Terminal Railway	145,913.17	
Elevator No. 2	13,372.14	
Elevator No. 3 and Jetty	10,782.28	
Granville Island — Operation and maintenance	13,717.38	
(The above figures do not include interest, sinking fund, or depreciations on Capital Assets).		
Miscellaneous Expenses , including administration, engineering, advertising, and general harbour expense	141,898.52	

Total Operation, Maintenance, etc. \$ 658,814.12

Interest on Debentures for the year 1934

Interest on Bank Loans—Moodyville property

Fire Boat—Operating Expense

Barge Traffic — Cost of maintaining connection with North Shore while Second Narrows Bridge closed owing to accidents—Bridge reopened 18th June, 1934

13,824.07

\$ 1,862,954.47

EXPENDITURE ON CAPITAL ACCOUNT:

Ballantyne Pier—Plans for Cold Storage Plant.....\$ 550.00

Lapointe Pier Extension—Foundation Fill and Crib Work

Grain Elevator System—Construction, etc.:

Storage Addition No. 3 Elevator

Terminal Railway — South Shore Extension and Land

Advances — Reconstruction of Second Narrows Bridge

Total Expenditure on Capital Account

Grand Total Expenditure, year 1934

\$ 2,795,762.09

BALANCE AT 31st DECEMBER, 1934:

Outstanding Accounts, etc	\$ 294,112.97
Bank Loans—	
Moodyville Property	\$600,000.00
Second Narrows Bridge	969,389.97
Interest due on Debentures to 31st December, 1934	1,569,389.97
Reserve to Date for Depreciations and Renewals	757,857.19
Sinking Fund Reserve at 31st December, 1933	835,447.53
— ADD —	\$2,236,132.68
Interest from Investments	82,441.00
	2,318,573.68
Total Outstanding at 31st December, 1934	\$ 5,775,381.34
Total Outstanding at 31st December, 1933	4,347,745.87
Balance to Add	1,427,635.47

\$ 4,447,986.39

Certified:

C. L. WHITE, Comptroller.

Certified:

W. J. ENWRIGHT, Secretary.

Vancouver, B.C.
18th February, 1935.

Verified:
WILSON & WILSON,
Auditors.

BALANCES AT 31st DECEMBER, 1934:

Outstanding Accounts Receivable, etc.	\$377,867.89
Advances Due from Ottawa on authorized expenditure to date...	729,621.23
Reconstruction of Second Narrows Bridge	969,389.97
Burrard Inlet Tunnel & Bridge Company	100,000.00
Development Work	370,421.26
Floating Equipment	95,256.33
Sundry Buildings and Property	57,168.66
Operating Equipment	134,735.17
Materials and Supplies	23,741.23
Investments	343,193.00
Sinking Fund Assets	1,787,322.60
Cash in Bank and on Hand	269,451.82
Total Balance 31st December, 1934	\$ 5,258,169.16
Total Balance 31st December, 1933	3,605,944.86
Difference in Balance to Add	1,652,224.30

\$ 4,447,986.39

INDEX



	Page		Page
Annual Report	7	Harbour Dues	41
History	9	Cargo Rates	41
The Harbour	11	Handling Ship's Lines	42
Port Facilities	12	Stevedoring	42
The Year's Activities	15	Air Transportation	43
Report of Harbour Master	21	Freight Car Ferry Service	44
Report of General Superintendent	23	Railway Transportation	44
Industrial Sites	26	Oil Facilities of the Port	44
Report of Chief Engineer	27	Drydocks and Ship Repairing Plants	45
Second Narrows Bridge	27	Piers and Wharves	46
Visitors to the Port	31	Grain Elevators	49
Yachts and Pleasure Craft	33	Anchorage	51
Constitution of Commission	35	Statistics	53
Harbour Limits	36	Table of Distances	65
Signal Station and Wireless	36	Foreign Consuls	67
Vessels Entering the Harbour	37	Customs Brokers	67
Wharfage	37	Ships' Protection Clubs	69
Customs Requirements	38	Marine Surveyors	69
Charges for Harbour Service and Port Facilities	38	Regular Steamship Lines	70
Including Pilotage, Gear Hire, Fuel, Light, Water, Fumigation, Sick Mariners' Fees, Port Warden's Inspection, etc.		Statement of Income and Expenditure 1934	72

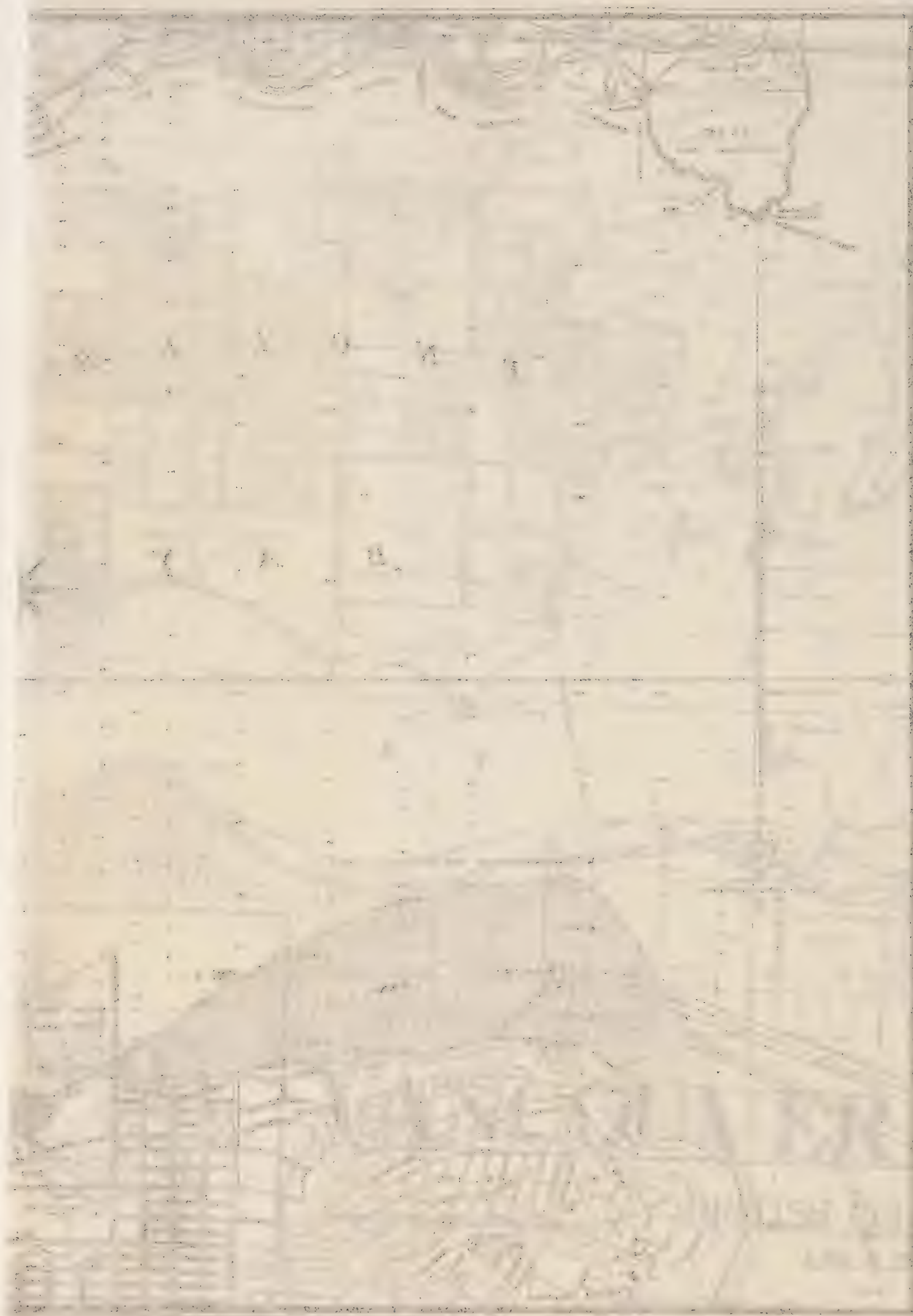
Map of Vancouver Harbour



SUNSET ON ENGLISH BAY

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NORTH VANCOUVER, B.C.



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British Columbia



ANNUAL REPORT

For the Year

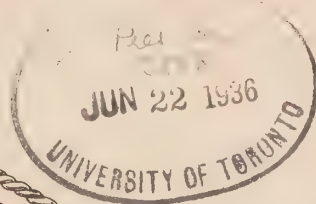
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PORT of VANCOUVER

British Columbia



ANNUAL REPORT

For the Year

1935

VANCOUVER HARBOUR COMMISSIONERS

VANCOUVER, BRITISH COLUMBIA

April 30th, 1936.

*The Honourable C. D. Howe, B.Sc.,
Minister of Marine,
Ottawa, Canada.*

Sir:

In compliance with the requirements of Section 36 of "The Vancouver Harbour Commissioners Act", a Report of Operations for the calendar year of 1935 is herewith respectfully submitted.

We have the honour to be,

Sir,

Your obedient servants,

EDWIN HAWKEN, *President.*

ARTHUR E. DUBUC, *Commissioner.*

BENNETT J. ROBERTS, *Commissioner.*

THE HARBOUR

Vancouver Harbour is one of the largest natural harbours in the world, and, being almost land-locked and undisturbed by wind, is safe at all times to even the smallest craft. Safe anchorage is available to vessels loading cargo in the stream. The total area of the harbour is 48.78 square miles, with a total shore line of 98 miles.

Overlooking the entrance to the harbour are twin mountain peaks closely resembling couchant lions, and it is from this fact that the entrance is known as the "Lions' Gate." From the sea, vessels enter English Bay and proceed through the First Narrows, a channel sufficiently wide and deep to accommodate the largest vessels afloat, into the sheltered inner harbour known as Burrard Inlet.

The harbour is divided into several sections. The outer harbour, lying west of the First Narrows, is known as English Bay. The central section of the harbour, extending from First to Second Narrows, has approximately ten miles of shore line and is two and one-quarter miles wide between north and south shores. From the Second Narrows the harbour extends east to Port Moody, a distance of eight and one-half miles, while the North Arm of Burrard Inlet extends a further eleven and one-half miles northerly. The False Creek section of the harbour is entered from English Bay.

Along the north and south shores of the central part of the harbour the great majority of the industrial activities of the Port are concentrated. Here are up-to-date railway and ocean terminals, grain elevators, lumber mills, refrigerating establishments, sugar refinery, meat packing plants, drydocks, shipbuilding and repairing plants, and many other manufacturing plants. On the north shore in this section one of the oil refineries have their plant.

In the eastern section of the harbour the larger oil refineries and storage plants are located, as well as lumber mills, etc.

In the False Creek area are lumber and shingle mills, flour mills, railway shops, structural steel and engineering works, as well as plants for the manufacture of coal gas. On Granville Island, the industrial area in False Creek developed by the Vancouver Harbour Commissioners, forty different plants carry on a wide range of industrial activity.

PORT FACILITIES

The facilities at the Port of Vancouver compare with the best on the Pacific Coast for the prompt and economical handling of cargoes, both inbound and outbound. The waterfront terminals combine docking, warehousing and distributing facilities, and modern piers and wharves of fireproof construction provide ample transit room; on the principal piers in the harbour 1,666,964 square feet of shed area is available. Pier B-C of the Canadian Pacific Railway Company, and Ballantyne Pier, owned by the Vancouver Harbour Commissioners—two of the largest piers in the harbour—are equipped with the latest mechanical devices to expedite handling of cargoes, and there are cranes in the harbour capable of handling lifts up to 100 tons.

GRAIN ELEVATORS

Along the waterfront are seven grain elevators, having nineteen grain loading deep-sea berths, with total storage capacity of 17,843,000 bushels, exclusive of domestic storage for 625,000 bushels, and equipped with up-to-date cleaning, grading and drying facilities.

OIL STORAGE

The eight Fish Oil tanks at Lapointe Pier have storage capacity for 171,112 imperial gallons, while the Dunlevy Avenue Dock tanks, seven in number, have storage capacity for 300,000 gallons for handling vegetable and fish oils, etc. These tanks are equipped with electrically driven rotary pumps, each with a pumping capacity of 25,000 gallons per hour to storage tanks or into tank cars.

FISH DOCK

The Vancouver Harbour Commissioners' Fish Dock is one of the most modern on the Coast, providing adequate water arrangements, smoke houses, ice-making equipment, freezing and holding rooms. The stalls are all leased to firms engaged in the wholesaling and exporting of fresh and cured fish, are well lighted and ventilated, and have each from 20 to 40 feet frontage on a 20-foot dock, facing on a deep-water basin. The dock is equipped with electric cranes for unloading; as well, there is a mooring float 700 feet long. Two modern salmon canneries are operating at the dock.

SIGNAL STATION

The Harbour Commissioners also maintain a Signal Station at Prospect Point, where a continuous lookout is kept by signal men of ex-naval rating, whose duty it is to report to the office of the Harbour Master every vessel that passes in and out, to keep watch for signals from incoming vessels, and to convey to such vessels signals transmitted to the Signal Station over the telephone by ships' agents or others.

FIREBOAT

The Harbour Commissioners maintain a harbour patrol service as well as a modern fireboat for the protection of all waterfront properties. This vessel is kept under steam, ready for immediate service at any point in the harbour. The vessel "Pluvius" is 94'1" long and 17'4" beam, has a speed of 12 miles per hour, and is capable of throwing four powerful streams of water; in addition, eight hoses can be attached.

BOOMING GROUND

A booming ground on the North Shore, just west of Lynn Creek, is maintained by the Harbour Commissioners. This is in charge of an experienced boom-man, who receives booms, issues receipts, and finally releases logs on order from the Harbour Master. The work-boat "Brockton" assists the caretaker of the grounds in yarding-in and replacing booms. Upwards of 3,000 sections of logs can be accommodated in the entire ground.

SHIP REPAIRS

The Port is well provided with floating drydocks, marine railways, and ship repairing plants to handle repairs to vessels of all sizes and types. The floating drydock on the North Shore is capable of lifting vessels up to 20,000 tons. Salvage vessels, fully equipped and ready to leave port fully manned on short notice, are maintained by private interests.

BUNKERING, WATER AND OIL FACILITIES

Ample facilities are provided to furnish both coal and fuel oil, and water is available at all piers and wharves.

Vessels may take on their supplies of fuel oil at any stage of the tide, and the oil companies maintain lighters for supplying vessels at points within the harbour not served by the pipe lines. The total storage accommodation at the Port for fuel oil, diesel oil and petroleum amounts to 1,926,700 barrels.

STEAMSHIP CONNECTIONS

Fifty-nine deep-sea steamship lines make Vancouver a regular port of call. To the United Kingdom and Continental ports there are twenty-four lines, and to the Orient, Australasia, South America, South Africa, and United States Atlantic ports a further thirty-three lines, while two lines operate to California ports. Coastwise locally thirteen steamship lines operate from Vancouver. Ferry services are maintained between the north and south shores of the harbour.

RAILWAY TRANSPORTATION

Two all-Canadian transcontinental railway systems make the Port of Vancouver their western terminus, while four United States railroad lines provide direct connection to points in the United States. From Vancouver an electric railroad serves the Fraser Valley and lower mainland, and in addition there is a railway service to points in the interior of the Province, connecting from Vancouver to Squamish by boat.

AIR TRANSPORTATION

The Port of Vancouver is well provided with facilities for transcontinental and general air services. The Vancouver Airport and Seaplane Harbour, owned and operated by the City of Vancouver, is located on Sea Island, just seven miles from the heart of the business district. It is a licensed Customs Port of Entry.

Daily land-plane services are maintained from the Airport to connect with the southern and transcontinental air lines, and a daily seaplane service is operated to Victoria, B. C. In addition, a number of private planes operate on charter service.

FREIGHT-CAR FERRY SERVICE

From Vancouver to outlying points three car-barge services provide direct car loading.

VANCOUVER HARBOUR COMMISSIONERS
ANNUAL REPORT
1935

THE YEAR'S ACTIVITIES

Despite adverse labour conditions which existed at the Port of Vancouver from June to December, the number of vessels of all classes entering and clearing from the Port for the year 1935 was greater than any year since 1930. Were it not for the fact that during the period of the strike six different United States steamship lines discontinued their services into this Port, because of the refusal of crews to handle cargo here, the number would have been even greater. A good deal of labour unrest was felt for the entire year, but towards the latter part of the year the situation brightened considerably, and conditions on the waterfront resumed their normal routine.

Exports of lumber and lumber products from the Port for the year were exceptionally good, increasing over last year's exports by fifteen and one-half million feet to the United Kingdom; by three and one-half million feet to Belgium, while to New Zealand and to the United States lumber exports nearly doubled.

By Order-in-Council dated October 31st, 1935, a new Commission was appointed to succeed the retiring Commissioners, Mr. R. J. Hamilton, Mr. Jas. B. Thomson, and Col. R. D. Williams. The new Commission which took office November 1st, 1935, consists of Mr. Edwin Hawken, President; Col. Arthur E. Dubuc and Mr. Bennett J. Roberts, Commissioners. Mr. K. J. Burns, formerly Port Superintendent, was appointed Port Manager on February 1st, 1936.

It is with profound regret that we have to record the untimely passing of the President and Secretary of the Vancouver Harbour Commissioners in the past year.

Lieut.-Colonel Reginald Walter Brock, M.A., LL.D., F.R.S.C., who was appointed President of the Commission January 1st, 1935, met a tragic death in a flying-boat crash at Alta Lake, B. C., on July 30th, Mrs. Brock passing away later on the same day as the result of injuries received in the accident. At the time of his passing, Lieut.-Colonel Brock was also Officer Commanding the 1st Battalion, Seaforth Highlanders of Canada, as well as Dean of the Faculty of Applied Science of the University of British Columbia.

William John Enwright, Secretary, who passed away very suddenly on November 24th, 1935, joined the staff of the Commissioners November 1st, 1930, and held the office of Acting-Secretary from September 27th, 1932, to April 1st, 1933, when he was appointed Secretary, which post he held to the time of his death.

TONNAGE

A total of 18,288 vessels of all classes, with net tonnage of 11,212,292 tons, and representing flags of fourteen different countries, entered the Port of Vancouver during the year 1935. For 1934 the figures were 16,970 vessels, net tonnage of 11,488,452.

PASSENGER TRAFFIC

A total of 10,111 passengers disembarked from deep-sea vessels and 383,477 from coastwise steamers in 1935, making a total of 393,588. The figures for 1934 were: Deep-sea, 8,951; coastwise, 388,723.

Passengers handled by the ferries within the harbour limits totalled 3,304,605 as compared with 3,520,714 in 1934.

IMPORTS

The total waterborne imports for 1935 amounted to 3,205,188 tons, compared with 3,056,068 for 1934.

EXPORTS

The total waterborne exports for 1935 amounted to 3,134,448 tons, compared with 3,203,513 tons for 1934.

Grain.—Exports of grain for the calendar year of 1935 totalled 46,265,612 bushels as against 51,757,614 bushels for 1934.

Flour.—A total of 918,004 barrels of flour were exported during the year 1935, compared with 973,605 barrels in 1934.

Lumber and Logs.—The total exports of lumber, logs, piles and lath from the Port for the year 1935 amounted to 434,207,514 feet B.M., the highest figure since 1928, and an increase of 28,727,330 feet B.M. over the 1934 figure of 405,480,184 feet B.M. These were exported to 37 different countries.

Shingles.—Exports of shingles totalled 1,183,711 bundles as against 913,490 bundles in 1934, an increase of 270,221 bundles.

Doors.—A total of 338,454 doors were exported in 1935, principally to the United Kingdom, to compare with 176,657 for 1934, an increase of 161,797.

Paper and Pulp.—A total of 47,687 tons of newsprint, 5,756 tons of kraft, and 9,379 tons of pulp were exported from the Port of Vancouver during 1935. For 1934 the figures were: Newsprint, 47,415 tons; kraft, 8,091 tons, and pulp, 23,889 tons.

The total exported from all British Columbia ports, including Vancouver, for 1935 amounted to 314,937 tons.

Lead, Zinc and Concentrates. — Exports of lead, zinc and concentrates amounted to 55,208 tons, against 59,081 tons for 1934.

Scrap Metal.—During 1935, scrap metal exported amounted to 22,883 tons, compared with 20,984 tons in 1934.

Canned Fish.—1,209,093 cases of canned salmon and canned pilchards were exported, against 1,038,173 cases in 1934.

Fish.—Exports of fish—fresh, frozen, cured and salted—totalled 25,670 tons, against 24,814 tons in 1934.

Fish Meal and Fish Oil.—A total of 4,686 tons of fish meal and 4,130 tons of fish oil were exported from this Port during the year. The figures for 1934 were: Fish meal, 8,749 tons; fish oil, 3,233 tons.

Apples.—Exports of apples from this Port amounted to 227,838 boxes, compared with 171,033 boxes in 1934, an increase of 56,805 boxes.

SUMMARY OF TRAFFIC OVER BALLANTYNE PIER

Inward—

Total number of deep-sea vessels.....	150
Total number of coastwise vessels.....	243
Total general cargo handled (Tons)	123,030

Outward—

Total number of deep-sea vessels	193
Total number of coastwise vessels.....	108
Total cargo handled:	
General (Tons)	78,128
Lumber and Logs (Ft. B.M.).....	50,015,291
Bulk Wheat (Bushels)	1,800,792
Total cars handled:	
Unloaded	966
Loaded	1,059
	2,025

SUMMARY OF TRAFFIC OVER LAPOINTE PIER

Inward—

Total number of deep-sea vessels.....	15
Total number of coastwise vessels.....	74
Total general cargo handled (Tons).....	11,166

Outward—

Total number of deep-sea vessels.....	297
Total cargo handled:	
General (Tons)	33,558
Lumber and Logs (Ft. B.M.).....	68,387,000
Bulk Grain (Bushels).....	16,228,613
Fish Oil (Gallons).....	431,850
Total cars handled:	
Unloaded	539
Loaded	106
	645

DUNLEVY AVENUE OIL TANKS

Total Fish Oil handled (Gallons).....	409,320
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SUMMARY OF TRAFFIC OVER SECOND NARROWS BRIDGE

Total number of Passengers (including driver).....	1,647,825
Total number of Automobiles	598,797
Total number of Trucks	86,471
Total number of Stages	1,855
Total number of other vehicles	6,953

V. H. C. TERMINAL RAILWAY

In common with the other railway systems, the decline in the exports of grain through the Port in 1935 affected the tonnage handled by the Terminal Railway. During the year, the Terminal Railway handled a total of 53,268 cars as compared with 55,897 cars in 1934. A total of 13,815 cars of grain were handled to elevators on the Commissioners' tracks, as compared with 16,104 for 1934.

There were 270 trips made by the Terminal Railway to North Vancouver, handling a total of 10,459 cars.

The equipment of the railway was kept in good order throughout the year, and there were no delays in the handling of the business.

The increase in the movement of traffic to and from the Pacific Great Eastern Railway has been satisfactory, showing a decided improvement in the lumber industry on the North Shore.

V. H. C. FISH DOCK

A total of 24,975 fishing boats made daily berthings and landings at the Dock for the year 1935, as compared with 23,131 for 1934.

Ice sales to tenants at the Dock and to fishermen totalled 5,547 tons; ice sales for 1934 amounted to 5,888 tons. As the demand for ice was greater than our production, we had to purchase 1,013 tons.

Halibut boats landed 1,651,060 lbs. of fish during the season, and several carloads were shipped fresh direct from our Dock to Seattle.

Both of the salmon canneries located at the Dock were operating, and during the year packed over 60,000 cases.

To meet the needs of our tenants and fishermen, a new ice crusher was installed to supply a finer grade of crushed ice. Plant and equipment was kept in first-class condition, and services rendered twenty-four hours each day throughout the year.

ENGINEERING DEPARTMENT, 1935

BALLANTYNE PIER

In the early part of the year an inspection was made of the substructure, and the condition of the cylinders and trusses found to be satisfactory. Six of the water-side cylinders required replacement of the protection timbers, due to general wear and depreciation. Considerable repair work was necessary to the roofs of all four sheds, and the usual maintenance was carried out on the cranes.

LAPOINTE PIER

The annual underwater inspection and repairs were carried out at Lapointe Pier, including the extension constructed in the year 1933.

Considerable repairs were necessary on all crib joints, particularly at the junction of the old and the new structure. Shed posts were repaired and replaced with new timbers on concrete footings.

No. 1 JETTY

The usual underwater inspection of the substructure was made and found to be in fairly good condition, requiring only minor repairs, and the placing of a small quantity of crushed concrete, etc., to take care of scour.

Three winch platforms were repaired and reinforced with eight-inch channel iron; a number of posts in the conveyor gallery were also renewed.

No. 3 JETTY

The underwater inspection of the crib at the north end of the Jetty showed this to be in fairly good condition, with no erosion of the foundation having taken place at this time.

V. H. C. FISH DOCK

It was found necessary to renew the concrete floor in one market. All electric cranes were overhauled, and one boom lengthened. The annual overhaul of all machinery, including the ice making plant, was carried out.

V. H. C. OIL DOCK

All tanks were painted during the season, and at different periods the interior of the tanks, pipes, etc., were steamed and cleaned, and a general overhaul was carried out.

GRANVILLE ISLAND

The timber bulkhead surrounding Granville Island was inspected and, considering the age, found to be in good condition. Throughout the year maintenance of concrete roadways, sewers, water service, etc., was carried out. The north stairway leading to Granville Street Bridge was rebuilt, and approximately 700 new track ties were placed.

JAPAN WHARF, NORTH VANCOUVER

Some 2,000 square feet of decking was renewed during the year, and repairs made to the water and fire systems.

TERMINAL RAILWAY

South Shore.—The usual maintenance was carried out on the Terminal Railway. "B" Yard was resurfaced and Glen Drive Yard opened up and reconditioned.

North Shore.—During the year a number of ties were renewed; all track spurs were surface-lined as required; three and one-half miles of right-of-way was cleared of brush, and all ditches, culverts, etc., cleaned out. To prevent tidal wash, 400 feet of plank bulkhead was installed along the P.G.E. Railway, and one bent renewed on the P.G.E. Bridge.

There were no derailments on the Commissioners' tracks during the year.

SECOND NARROWS BRIDGE

Extensive repairs were made to decking of the old span; new ties were replaced under the roadways, and 3,400 square feet of top decking renewed. All operating and counterweight cables were cleaned off and given a fresh coating of hard grease, and adjustments were made to the counterweight as weather conditions varied.

The painting of the steelwork, commenced in 1934, was completed in 1935.

GENERAL MAINTENANCE

Minor repairs were necessary during the year to the Commissioners' property at the Immigration Float, where new ramps and floats were constructed, and at the Fireboat Float, where new water lines were installed. Certain painting was carried out at Prospect Point Signal Station, and at the Commissioners' Administration Offices, as well as repairs at the Round House at Lapointe Pier. All plank roads and crossings were maintained in a good state of repair.

DRAFTING OFFICE

The Drafting Office has been busy in the preparation of detailed plans and estimates as required, and all section maps have been revised and brought up to date. Plans to accompany documents and leases, etc., were made during the year.

Listed among the visitors to the Port of Vancouver during the year 1935 were the following naval vessels:

H.M.S. "Danae" of the British West Indies Squadron;
French Training Cruiser "Jeanne d'Arc";
German Training Cruiser "Karlsruhe";
United States Light Cruiser "Detroit";
Japanese Training Ship "Kaiwo Maru";
H.M.C.S. "Skeena" and "Vancouver."

INDUSTRIAL SITES

Vancouver is commanding increasing attention as a field of opportunity for industrial development. With its mild climatic conditions and extensive railway and steamship connections to practically every port in the world, marketing opportunities for manufactured goods are unlimited.

The Vancouver Harbour Commissioners have available for lease at reasonable rental many sites suitable for large or small industries.

Information may be obtained on application to the Port Manager.

STATISTICS

In the preparation of the following statistics, every care has been taken by the Harbour Commissioners' statistical department to make their figures as accurate as possible. The figures are not in any case approximations, but are taken direct from the ship's manifest.

NUMBER OF VESSELS AND REGISTERED TONNAGE ENTERING THE

PORT OF VANCOUVER, B. C., 1926-1935

“Local Coastwise” includes all vessels trading in British Columbia waters only.

“Foreign Coastwise” includes all vessels trading in Puget Sound and Alaska.

“Deep Sea” includes all vessels trading outside of Cape Flattery.

PORT OF VANCOUVER

	Local Coastwise		Foreign Coastwise		Deep Sea		Total	
	No. Ships	Net Tons	No. Ships	Net Tons	No. Ships	Net Tons	No. Ships	Net Tons
1926.....	17,148	4,268,620	1,548	1,900,942	1,071	3,698,066	19,767	9,867,628
1927.....	17,770	4,627,880	1,470	1,897,362	1,123	3,779,015	20,363	10,304,257
1928.....	19,270	4,958,498	1,470	2,109,982	1,344	4,674,091	22,084	11,742,571
1929.....	20,464	5,281,026	1,537	2,097,206	1,295	4,532,794	23,296	11,911,026
1930.....	18,894	5,694,115	1,619	2,598,294	1,157	4,313,666	21,670	12,606,075
1931.....	15,376	4,993,164	1,728	3,112,032	1,036	4,031,192	18,140	12,136,388
1932.....	13,394	4,388,184	1,464	2,192,984	1,123	4,501,734	15,981	11,082,902
1933.....	13,196	4,501,296	1,468	1,903,384	1,113	4,492,622	15,777	10,897,302
1934.....	14,252	4,658,897	1,507	1,933,323	1,211	4,896,232	16,970	11,488,452
1935.....	15,544	4,790,426	1,621	1,895,397	1,123	4,526,469	18,288	11,212,292

TRADE BY COUNTRIES (Tons), 1935

Country	Imports	Exports
Africa, North	83	6,384
“ South	4	18,370
“ East	93	1,803
“ West		289
Argentina	2,566	828
Arctic		59
Australia	17,963	291,682
Belgium	7,385	116,139
Bolivia		101
Brazil	962	1,909
Canary Islands		130
Central America	1,378	2,883
Chile		110
China	35,015	123,604
Colombia	968	5,615
Denmark	23	11,365
East Indies	4,219	6,112
Eastern Canada	45,271	23,425
Egypt		340
Fiji Islands	50,287	1,478
France	1,224	40,825
Germany	3,727	15,812
Gibraltar		29
Greece		18
Hawaii	677	6,710
Holland	3,799	36,647
India	10,766	6,527
Irish Free State		71
Italy	1,106	13,688
Japan	57,270	302,981
Malta		5,877
Mauritius		22
Mexico		945
Mesopotamia		19
New Zealand	2,823	37,261
Norway	379	2,552
Palestine		2
Panama	1,594	5,361
Peru	9,380	1,498
Philippine Islands	4,300	22,185
South America, N.O.C.	3,648	1,799
South Sea Islands	443	1,047
Spain	8,899	269
Straits Settlements	5,456	1,795
Sweden	571	2,598
United Kingdom	65,880	1,305,326
U. S. A., Pacific	949,025	16,701
U. S. A., Atlantic	5,012	23,190
West Indies	29,596	28,733
Total Deep-sea	1,331,792	2,493,114
Total Foreign Coastwise	39,521	49,846
Total British Columbia	1,833,875	591,488
GRAND TOTAL	3,205,188	3,134,448

NOTE:—In this and other tables, the letters “N.O.C.” opposite any country signify “Not Otherwise Classified.”

TONNAGE OF IMPORTS AND EXPORTS, 1926-1935

IMPORTS

	Local Coastwise	Foreign Coastwise	Deep Sea	Total
1926.....	3,507,212	52,461	1,122,237	4,681,910
1927.....	3,176,788	51,178	1,285,389	4,513,355
1928.....	3,501,045	30,994	1,314,127	4,846,166
1929.....	3,308,649	42,175	1,718,088	5,068,912
1930.....	2,784,825	42,600	1,527,364	4,354,789
1931.....	2,187,100	23,787	1,364,727	3,575,614
1932.....	1,571,055	19,538	1,272,172	2,862,765
1933.....	1,528,729	29,819	1,158,763	2,717,311
1934.....	1,672,505	70,428	1,313,135	3,056,068
1935.....	1,833,875	39,521	1,331,792	3,205,188

EXPORTS

	Local Coastwise	Foreign Coastwise	Deep Sea	Total
1926.....	598,914	64,651	2,689,947	3,353,512
1927.....	580,062	33,197	2,683,013	3,296,272
1928.....	651,483	44,047	4,358,091	5,053,621
1929.....	868,195	41,629	3,619,153	4,528,977
1930.....	789,089	20,072	2,862,889	3,672,050
1931.....	759,621	25,267	2,932,203	3,717,091
1932.....	545,922	24,063	3,793,105	4,363,090
1933.....	463,813	42,706	2,881,015	3,387,534
1934.....	542,441	38,271	2,622,801	3,203,513
1935.....	591,488	49,846	2,493,114	3,134,448

LOGS AND LUMBER (F.B.M.), 1935

	Imports	Exports
Deep Sea	631,417	430,033,325
Foreign Coastwise	6,333,626	4,174,189
Local Coastwise	619,800,537	40,591,677
Total	<u>626,765,580</u>	<u>474,799,191</u>

EXPORTS OF SHINGLES, 1935

<i>Country</i>	<i>Bundles</i>
Africa, South	6,133
Australia	600
Eastern Canada	2,539
New Zealand	7,285
United Kingdom	30,003
U. S. A., Pacific.....	397,552
U. S. A., Atlantic	722,166
West Indies	17,433
Total	<u>1,183,711</u>

EXPORTS OF DOORS, 1935

Fiji Islands	90
Mexico	100
United Kingdom	337,696
U. S. A., Pacific.....	20
West Indies	548
Total	<u>338,454</u>

WATERBORNE EXPORTS OF LUMBER, LOGS AND PILES
From All British Columbia Ports

Alaska	675,564
Africa	28,349,718
Australia	129,492,501
Belgium	6,265,143
Central America	4,472,397
China	91,232,225
Denmark	1,997
Egypt	4,215,943
France	425,399
Germany	845,607
Holland	1,870,064
India	3,414,720
Italy	1,869,109
Japan	43,079,906
Mexico	397,653
New Zealand	3,792,767
Norway and Sweden	7,976
South America	4,017,393
South Sea Islands	4,555,819
Spain	456,753
United Kingdom	455,861,662
U. S. A., Atlantic	39,676,619
U. S. A., Pacific.....	4,079,194
West Indies	7,132,686
Unclassified	17,789,666
TOTAL LUMBER EXPORTS, feet B.M....	853,978,481
TOTAL LOGS, feet B. C. Scale.....	235,291,766
TOTAL PILES and POLES, lineal feet....	7,851,745

EXPORTS OF LUMBER (F.B.M.), 1935

<i>Country</i>	<i>Lumber</i>	<i>Logs</i>	<i>Piles and Poles</i>	<i>——Lath——</i>	
				<i>Bd. Ft.</i>	<i>Bundles</i>
Africa, North	4,254,614	.....	.....	.....	.....
“ South	8,942,201	324,922	.....	.....	.....
“ East	115,279	.....	.....	.....	.....
“ West	19,040	.....	.....	.....	.....
Arctic	7,125	.....	.....	.....	.....
Argentina	173,723	.....	.....	.....	.....
Australia	18,024,671	118,576,115	.....	19,500	1,300
Brazil	10,278	.....	.....	.....	.....
Belgium	3,657,268	.....	.....	.....	.....
Bolivia	61,300	.....	.....	.....	.....
Canary Islands	4,894	.....	.....	.....	.....
Chile	6,000	.....	.....	.....	.....
China	26,281,724	13,971,218	1,166,822	.....	.....
Colombia	55,048	.....	.....	.....	.....
Denmark	170,675	93,394	.....	.....	.....
Eastern Canada	8,052,488	.....	.....	.....	.....
East Indies .....	.....	41,744	.....	.....	.....
Egypt	93,100	.....	.....	.....	.....
Fiji Islands	367,673	.....	.....	.....	.....
France	408,127	15,538	.....	.....	.....
Germany	948,485	1,409,421	.....	.....	.....
Holland	1,591,953	419,204	.....	.....	.....
India	2,975,913	176,731	.....	.....	.....
Italy	1,789,090	.....	.....	.....	.....
Irish Free State	47,287	.....	.....	.....	.....
Japan	12,356,337	55,642,524	507,777	.....	.....
Mexico	294,371	.....	.....	.....	.....
New Zealand	4,753,238	180,552	.....	155,240	10,900
Panama	3,354,374	.....	.....	.....	.....
Philippine Islands .....	.....	91,650	.....	.....	.....
Peru	805,341	.....	.....	.....	.....
South America N.O.C.	688,717	.....	.....	.....	.....
South Sea Islands	600,545	.....	.....	333	20
Straits Settlements	32,350	4,093	.....	.....	.....
Spain	179,181	.....	.....	.....	.....
Sweden	2,129	.....	.....	.....	.....
United Kingdom	121,149,032	411	.....	.....	.....
U. S. A., Pacific	2,817,777	1,476,566	2,343,155	135,000	6,950
U. S. A., Atlantic	5,367,381	.....	.....	.....	.....
West Indies	6,996,875	.....	.....	.....	.....
Total	<u>237,455,604</u>	<u>192,424,083</u>	<u>4,017,754</u>	<u>310,073</u>	<u>19,170</u>

Lumber 237,455,604
 Logs 192,424,083
 Piles 4,017,754
 Lath 310,073 (19,170 Bundles)

Grand Total 434,207,514 F.B.M.

EXPORTS OF GRAIN, CALENDAR YEAR 1935 (Bushels)

<i>Country</i>	<i>Wheat</i>	<i>Oats</i>	<i>Rye</i>	<i>Barley</i>	<i>Total</i>
Australia	10	.....	.....	.....	10
Africa, East	49,169	.....	.....	.....	49,169
Belgium	3,201,542	96,469	.....	.....	3,298,011
Central America	70,081	.....	.....	.....	70,081
Chile	1,867	.....	.....	.....	1,867
China	37,482	49,033	.....	8,629	95,144
Colombia	154,463	.....	.....	.....	154,463
Denmark	334,167	.....	.....	.....	334,167
France	1,019,993	.....	.....	.....	1,019,993
Germany	206,124	.....	.....	.....	206,124
Hawaii	2,499	.....	.....	.....	2,499
Holland	944,308	202,350	.....	.....	1,146,658
Italy	322,000	.....	.....	.....	322,000
India .....	.....	59	.....	.....	59
Japan	2,031,765	55	.....	.....	2,031,820
Malta	193,200	.....	.....	.....	193,200
Mexico .....	.....	2,982	.....	.....	2,982
Norway	84,000	.....	.....	.....	84,000
New Zealand	70,600	.....	.....	.....	70,600
Philippine Islands	914	11,537	.....	.....	12,451
Straits Settlements	2,058	6,791	.....	115	8,964
Sweden	74,667	.....	.....	.....	74,667
United Kingdom	32,769,407	3,424,918	.....	456,355	36,650,680
U. S. A., Atlantic	308,000	.....	.....	.....	308,000
West Indies .....	.....	128,003	.....	.....	128,003
Total	<u>41,878,316</u>	<u>3,922,197</u>	<u>nil</u>	<u>465,099</u>	<u>46,265,612</u>

EXPORTS OF GRAIN, CROP YEAR 1934-1935 (Bushels)

<i>Month</i>	<i>Wheat</i>	<i>Oats</i>	<i>Rye</i>	<i>Barley</i>	<i>Total</i>
August, 1934	2,461,298	74,177	.....	35,700	2,571,175
September	2,810,343	389,579	.....	99,877	3,299,799
October	5,197,273	362,720	18	90,429	5,650,440
November	4,262,518	499,864	.....	63,041	4,825,423
December	3,254,868	719,217	.....	104,716	4,078,801
January, 1935	3,996,690	1,022,686	.....	117,442	5,136,818
February	3,670,648	589,859	.....	120,073	4,380,580
March	4,317,711	370,379	.....	33,718	4,721,808
April	4,692,452	560,967	.....	24,385	5,277,804
May	5,629,996	479,357	.....	114,785	6,224,138
June	2,273,915	68,333	.....	50,151	2,392,399
July	3,133,053	180,010	.....	10	3,313,073
Total	<u>45,700,765</u>	<u>5,317,148</u>	<u>18</u>	<u>854,327</u>	<u>51,872,258</u>

GRAIN IN BUSHELS SHIPPED THROUGH THE PORT OF VANCOUVER, B. C.

Calendar Years

	<i>Wheat</i>	<i>Oats</i>	<i>Barley</i>	<i>Rye</i>	<i>Total</i>
1921.....	1,225,137	25,933	.....	.....	1,251,070
1922.....	14,289,390	41,958	.....	132,535	14,463,883
1923.....	24,283,033	95,234	.....	284,750	24,663,017
1924.....	51,218,061	1,696,036	88,541	237,878	53,240,516
1925.....	34,457,526	162,198	238,611	9,857	34,868,192
1926.....	44,759,786	470,120	.....	.....	45,229,906
1927.....	43,419,592	162,218	.....	20,400	43,602,210
1928.....	96,667,350	761,610	132,756	.....	97,561,716
1929.....	73,343,937	364,403	275,774	.....	73,984,114
1930.....	63,201,685	223,453	12,174	.....	63,437,312
1931.....	68,122,549	2,567,374	66,042	85,480	70,841,445
1932.....	95,241,633	7,431,202	2,242,390	91,700	105,006,925
1933.....	63,811,414	3,787,717	1,228,293	600	68,828,024
1934.....	46,361,324	4,613,607	782,665	18	51,757,614
1935.....	41,878,316	3,922,197	465,099	.....	46,265,612

EXPORTS OF CANNED MILK, 1935

<i>Country</i>	<i>Cases</i>
Africa, South	50
Australia	370
China	8,300
East Indies	865
Egypt	5,200
Fiji Islands	211
Gibraltar	750
India	4,829
Japan	570
Malta	2,440
Mesopotamia	600
Palestine	51
Panama	800
Peru	200
Philippine Islands	1,850
Straits Settlements	6,880
United Kingdom	1,355
West Indies	150
Total	35,471

EXPORTS OF FISH (Tons), 1935

<i>Country</i>	<i>Fresh and Frozen</i>	<i>Salt Salmon</i>	<i>Salt Herring</i>	<i>Salmon Roe</i>	<i>Cured</i>
Africa, South	1½	.....	.....	.....	1
Australia	27½	.....	.....	.....	55½
Belgium	115	.....	.....	.....	23
China	37	161½	6,753½	.....	6½
Denmark	2½	.....	.....	.....	95½
East Indies	16½	.....	.....	.....	5
France	286	.....	.....	27½	.....
Germany	21	.....	.....	.....	765½
Hawaii .....	.....	.....	.....	.....	½
Holland	80½	.....	.....	.....	40½
India	11	.....	.....	.....	.....
Japan	30½	7,736	4,827½	674	.....
New Zealand	2	.....	.....	.....	.....
Norway	14	.....	.....	.....	14
Philippine Islands	5	.....	.....	.....	1½
Straits Settlements.....	45½	.....	.....	.....	1
Sweden	3	.....	.....	.....	102½
United Kingdom	2,310	.....	.....	3	405
U. S. A., Pacific.....	397½	.....	479	.....	79½
West Indies	6	.....	.....	.....	.....
Total	3,412	7,897½	12,060	704½	1,596½

Fresh and Frozen	3,412
Salt Salmon	7,897½
Salt Herring	12,060
Salmon Roe	704½
Cured	1,596½
Total	25,670½ Tons

EXPORTS OF CANNED FISH (Cases), 1935

<i>Country</i>	<i>Canned Salmon</i>	<i>Canned Pilchards</i>
Africa, South	62,838	615
“ East	2,170	.....
“ West	3,786	.....
“ North	50	.....
Australia	367,358	11,661
Belgium	12,028	.....
Bolivia	150	.....
Canary Islands	30	.....
Central America	100	.....
Chile	595	.....
China	819	.....
Colombia	764	.....
Denmark	75	.....
East Indies	275	.....
Eastern Canada	159,824	180
Egypt	849	.....
Fiji Islands	9,938	317
France	61,111	37
Germany	2,643	.....
Holland	110	.....
Italy	130	.....
India	8,972	.....
Japan	12	.....
Mauritius	575	.....
New Zealand	41,044	3,894
Panama	1,095	.....
Peru	50	.....
Philippine Islands	12,825	.....
South America, N.O.C.	3,097	60
South Sea Islands	2,791	42
Straits Settlements	701	.....
Sweden	265	.....
United Kingdom	398,639	175
U. S. A., Pacific	22,049	.....
West Indies	13,569	785
Total	<u>1,191,327</u>	<u>17,766</u>
Canned Salmon	1,191,327	
Canned Pilchards	17,766	
Total	<u>1,209,093</u>	Cases

EXPORTS OF FISH MEAL (Tons), 1935

Belgium	82½
Denmark	110
France	67½
Germany	201
Holland	409
U. S. A., Pacific	30
United Kingdom	3,786
Total	<u>4,686</u>

EXPORTS OF FISH OIL (Tons), 1935

Denmark	661
Eastern Canada	3
France	1
Germany	294½
Holland	636
New Zealand	½
United Kingdom	2,534
Total	<u>4,130</u>

EXPORTS OF APPLES, 1935

<i>Country</i>	<i>Boxes</i>
Africa, North	6
" South	10,309
" East	30
Argentina	2,268
Belgium	9
China	9,299
East Indies	480
Fiji Islands	330
France	11,332
Germany	5
India	265
New Zealand	3,930
Philippine Islands	4,853
Straits Settlements	965
United Kingdom	183,757
Total	<u>227,838</u>

EXPORTS OF FLOUR, 1935

<i>Country</i>	<i>Barrels</i>
Arctic	61
Australia	490
Canary Islands	1,236
Central America	9,121
China	236,483
Denmark	169
East Indies	18,791
Hawaii	60
Italy	2,752
Japan	196,614
New Zealand	81,028
Panama	402
Philippine Islands	170,735
South America	3,100
Straits Settlements	671
United Kingdom	77,258
West Indies	119,033
Total	<u>918,004</u>

EXPORTS OF PAPER AND PULP, 1935 (Tons)

<i>Country</i>	<i>Newsprint</i>	<i>Kraft</i>	<i>Pulp</i>
Australia	2,515½	20½	91
Belgium .....	.....	.....	1,211
China	5,142½	1,031½	42
Colombia	318	490½	.....
East Indies	2,363	½	700½
Eastern Canada .....	.....	11	.....
Fiji Islands	10	12½	.....
France .....	.....	.....	101½
Hawaii	3,622½	.....	.....
Holland .....	.....	.....	244
India .....	.....	.....	376½
Italy .....	.....	.....	108
Japan	31,269	3,771½	5,503
Mexico .....	.....	.....	422½
New Zealand	558½	.....	18
Panama .....	.....	88	.....
Peru .....	.....	195	.....
Philippine Islands	614½	9	.....
South America, N.O.C. ....	.....	30½	.....
Straits Settlements	263½	54½	.....
United Kingdom .....	.....	.....	561½
U. S. A., Pacific	368	.....	.....
U. S. A., Atlantic	638½	.....	.....
West Indies	3½	41½	.....
Total	<u>47,687</u>	<u>5,756½</u>	<u>9,379½</u>
Newsprint	47,687		
Kraft		5,756½	
Pulp		9,379½	
Total		<u>62,823</u>	Tons

EXPORTS OF BAR METAL AND CONCENTRATES (Tons), 1935

<i>Country</i>	<i>Lead</i>	<i>Zinc</i>	<i>Concentrates</i>
Africa, South	677½	190	.....
Brazil	1,347	543½	.....
Belgium .....	.....	871½	10,190½
China	3,042½	1,806½	.....
Colombia	12	.....	.....
Chile .....	.....	22	.....
East Indies	9	.....	.....
France	1,584	504	4,467½
Germany	4½	.....	3,449
Holland	112	.....	.....
India .....	.....	616	.....
Italy .....	.....	560	.....
Japan	4,831	3,360½	.....
Mexico .....	.....	28	.....
Sweden	200	.....	.....
United Kingdom	8,660	5,640	1,721½
U. S. A., Pacific.....	.....	315½	443
Total	<u>20,479½</u>	<u>14,457½</u>	<u>20,271½</u>
Lead	20,479½		
Zinc	14,457½		
Concentrates	20,271½		
Total		<u>55,208½</u>	Tons

PORT OF VANCOUVER, B. C.

VESSEL AND CARGO MOVEMENT 1930 TO 1935 INCLUSIVE

No. OF VESSELS (All Classes) ENTERING		
YEAR		NUMBER
1930		21,670
1931		18,140
1932		15,984
1933		15,777
1934		16,970
1935		18,288

NETT TONNAGE (All Classes) ENTERING	
	TONS
	12,606,000
	12,136,000
	11,082,900
	10,897,300
	11,488,400
	11,212,400

No. OF VESSELS (All Classes) CLEARING		
YEAR		NUMBER
1930		21,647
1931		18,182
1932		15,974
1933		15,769
1934		16,970
1935		18,283

NETT TONNAGE (All Classes) CLEARING	
	TONS
	12,587,800
	12,143,400
	11,186,600
	10,911,500
	11,465,600
	11,203,400

No. OF VESSELS (All Classes) TOTAL		
YEAR		NUMBER
1930		43,317
1931		36,322
1932		31,955
1933		31,546
1934		33,940
1935		36,571

NETT TONNAGE (All Classes) TOTAL	
	TONS
	25,193,800
	24,279,400
	22,269,500
	21,808,800
	22,955,000
	22,415,800

WATERBORNE COMMERCE

WATERBORNE IMPORTS (All Classes)		
YEAR		TONS
1930		4,354,789
1931		3,575,614
1932		2,862,765
1933		2,717,311
1934		3,056,068
1935		3,205,188

WATERBORNE EXPORTS (All Classes)		
YEAR		TONS
1930		3,672,050
1931		3,717,091
1932		4,363,090
1933		3,387,534
1934		3,203,513
1935		3,134,448

WATERBORNE IMPORTS AND EXPORTS (All Classes) TOTAL		
YEAR		TONS
1930		8,026,839
1931		7,292,705
1932		7,225,855
1933		6,104,845
1934		6,259,581
1935		6,339,636

OCEAN-GOING VESSELS SINCE 1915

Year	No. of Vessels	Net Tons	Britain	U. S. A.	Japan	Norway	France	Holland	Denmark	Jugoslavia	Sweden	Russia	Mexico	Peru	Chile	Cyprus	Italy	China	Spain	Nicaragua	Panama	Germany	Belgium	Greece	Guatemala	Finland	Steamers	Motor Vessels	Sailing Vessels
1915	237	683,538	76	115	37	2			1			9		1													225		12
1916	343	928,006	102	175	46	14			2			2	2														327		16
1917	240	768,094	87	102	34	13			1		3																230	1	9
1918	298	851,186	96	146	41	10			2		1	1						1									275	14	9
(Nine Months only of 1918)																													
1919	328	1,016,177	122	114	28	17	32	3	5				7														316	4	8
1920	336	1,163,699	154	150	15	3	9	3			2																316	9	11
1921	496	1,867,265	190	190	84	5	4	10	6		6			1													481	10	5
1922	717	2,474,724	303	225	122	25	15	17	7		3																659	52	6
1923	845	2,804,883	338	283	129	37	18	15	8		7						1		1	1		7					778	55	12
1924	1,009	3,404,355	422	293	123	71	19	20	21		11		2		2		4		2	2	5	12					924	76	9
1925	916	3,175,885	376	285	147	28	19	17	11		12						3			1	1	12	1	3			790	118	8
1926	1,071	3,698,066	430	283	158	63	23	21	24		21						19				5	18	5	1			869	197	5
1927	1,123	3,779,015	445	327	155	54	25	22	25		24						23				3	18			2		880	241	2
1928	1,344	4,764,091	533	352	222	69	20	23	37		32						18		1		2	35					1047	297	
1929	1,295	4,532,794	466	372	219	68	22	23	28		27		1				17			1	1	45	4	1			960	332	3
1930	1,157	4,313,666	394	337	169	87	24	24	23		28						15					42	13			1	791	365	1
1931	1,036	4,031,192	349	292	119	88	20	22	36		31						21				1	46	11				664	372	
1932	1,123	4,501,734	451	241	146	108	19	23	35		33						1				2	43	3	1			690	433	
1933	1,113	4,492,622	434	234	165	102	22	24	37	1	28						16				4	43	3				663	450	
1934	1,211	4,896,232	476	245	164	116	28	42	33		34						17				4	45		3		4	713	498	
1935	1,123	4,526,469	519	170	139	110	24	30	29		36		1				13				7	34		9		2	648	475	

VANCOUVER HARBOUR COMMISSIONERS, VANCOUVER, B. C. STATEMENT OF INCOME AND EXPENDITURE FOR THE YEAR ENDED 31st DECEMBER, 1935

ITEMS	TOTALS	GRAND TOTALS
INCOME ON REVENUE ACCOUNT:		
PIERS AND WHARVES—		
Ballantyne Pier	\$273,977.19	
Lapointe Pier and No. 1 Jetty	82,820.23	
Fish Wharf	43,092.94	
	\$	
TERMINAL RAILWAY	399,890.36	
	138,130.09	
ELEVATOR No. 3 and JETTY	109,530.96	
GRANVILLE ISLAND—Rentals, etc.	43,789.88	
HARBOUR DUES	115,141.25	
CARGO RATES	420,629.68	
WATER LOT RENTALS	39,651.16	
RENTALS	251,501.63	
MISCELLANEOUS REVENUE	18,779.83	
INTEREST	28,251.94	
TOTAL INCOME ON REVENUE ACCOUNT	\$1,565,296.73	
RECEIPTS ON CAPITAL ACCOUNT:		
DOMINION GOVERNMENT ADVANCES on loan, covering which Debentures have been issued to the Government of the Dominion of Canada under the "Vancouver Harbour Advances Act," 1929	\$	
ADVANCES TO BE APPLIED FOR—Debentures to be issued when advances received: Balance at 31st December, 1934	\$729,621.23	
Balance at 31st December, 1935	578,574.26	
		151,046.97
	\$	266,924.33
BANK LOANS — Reconstruction of Second Narrows Bridge		246,145.46
ITEMS	TOTALS	GRAND TOTALS
EXPENDITURE ON REVENUE ACCOUNT:		
PIERS AND WHARVES—Operation and Maintenance:		
Ballantyne Pier	\$272,540.47	
Lapointe Pier and No. 1 Jetty	78,325.66	
Fish Wharf	31,740.72	
	\$	
TERMINAL RAILWAY	382,606.85	
ELEVATOR No. 3 and JETTY	152,118.57	
GRANVILLE ISLAND — Operation and Maintenance	7,140.16	
	14,223.52	
The above figures do not include interest, sinking fund or depreciation.		
MISCELLANEOUS EXPENSES, including administration, engineering, advertising, and general harbour expense	144,045.28	
TOTAL OPERATION, MAINTENANCE, etc.	\$	700,134.38
INTEREST ON DEBENTURES for the year 1935	1,152,633.77	
INTEREST ON BANK LOANS — Moodyville Property		22,888.02
FIRE BOAT—Operating Expense		31,370.73
No provision has been made for Depreciation on any of the assets during the year 1935, nor has any appropriation been made to Sinking Fund Reserve.		
EXPENDITURE ON REVENUE ACCOUNT		\$1,907,026.90
SUNDRY ITEMS not specifically chargeable against operations of 1935		5,049.42

ADVANCES—Reconstruction of Second Narrows Bridge	11,282.64	
TOTAL EXPENDITURE ON CAPITAL ACCOUNT	246,145.46	507,674.26
GRAND TOTAL EXPENDITURE, YEAR 1935		22,419,750.58

BALANCE AT 31st DECEMBER, 1935:

OUTSTANDING ACCOUNTS	
RECEIVABLE, etc.	\$ 350,337.76
ADVANCES DUE FROM	
OTTAWA on authorized ex-	
penditure to date	578,574.26
RECONSTRUCTION OF SEC-	
OND NARROWS BRIDGE	976,712.10
BURRARD INLET TUNNEL &	
BRIDGE COMPANY	100,000.00
DEVELOPMENT WORK	370,421.26
FLOATING EQUIPMENTS	95,256.33
SUNDRY BUILDINGS AND	
PROPERTY	58,164.20
OPERATING EQUIPMENT	128,369.13
MATERIALS AND SUPPLIES	24,083.10
INVESTMENTS	193,193.00
SINKING FUND ASSETS	1,895,638.63
CASH IN BANK AND ON	
HAND	122,450.11

TOTAL BALANCE 31st DECEMBER,

1935	\$4,893,199.88
TOTAL BALANCE 31st DECEMBER,	
1934	5 258 169 16

DIFFERENCE IN BALANCE TO DEDUCT

Verified:

WILSON & WILSON,
Auditors.

Vancouver, B. C.,
24th February, 1936.

